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Model MILITARY INTERNATIONAL

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INSIDE: 1:48 Sd.Kfz. 234 and Tankerwagen ■ 1:35 LAV-III LORIT Conversion ■ 1:72 Tiger I ■ and more...

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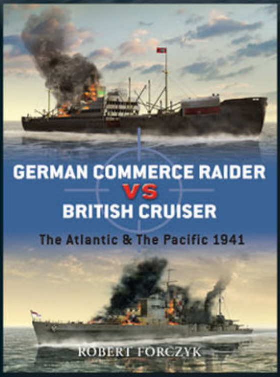
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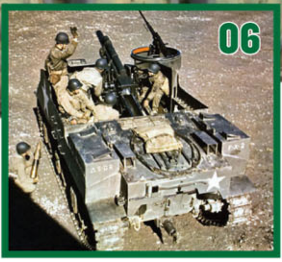

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Tel: (UK) 01525 222573
Fax: (UK) 01525 222574
Email: enquiries@modelmilitary.com
Address: ADH Publishing,
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200 NEW FOXHOUND PATROL VEHICLES ON THE WAY

The Foxhound, the British Armed Forces' name for the contract-winning Force Protection Ocelot light protected patrol vehicle, has been designed to provide unprecedented levels of blast protection for its size and weight.

Light and agile, the vehicle will allow troops to carry out a wide range of tasks in environments that may restrict larger, heavier vehicles - for example, moving with ease through narrow alleyways or crossing bridges.

Speaking at a Motorsport to Defence conference at the headquarters of the MOD's Defence Equipment and Support organisation at Abbey Wood in Bristol, Minister for Defence Equipment, Support and Technology, Peter Luff, said today:

"I'm delighted that this important contract has been signed - it shows the real progress that's being made to ensure our front line troops are able to use these versatile and highly protected vehicles as soon as possible.

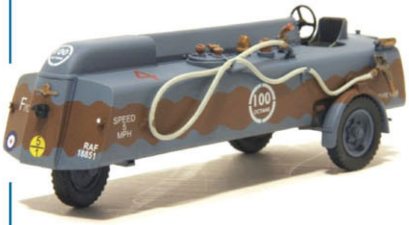
"Using state-of-the-art technology from a range of areas including the motorsport industry, this UK-designed vehicle demonstrates the Government's commitment to providing our troops with the world class equipment they need.

"The jobs created and sustained through the manufacture of the Foxhound will also provide a boost to local economies across the UK."

Foxhound incorporates Formula One racing technology and was devised by engineers from the World Rally Championship, McLaren F1 and BMW.

Its engine can be removed and replaced in just 30 minutes and it can drive away from an ambush on only three wheels. Crew and passengers also sit inside a protective pod, which can be quickly adapted to transform the patrol vehicle into an ambulance or supply truck.

The first vehicles are expected to be available to troops for training in 2011, and will add to the wide array of protected vehicles already being used on operations in Afghanistan, including Mastiff and Ridgeback.



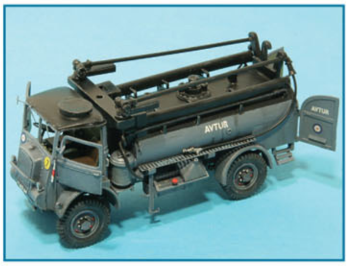
NEW 1:48 SCALE RELEASES FROM ACCURATE ARMOUR

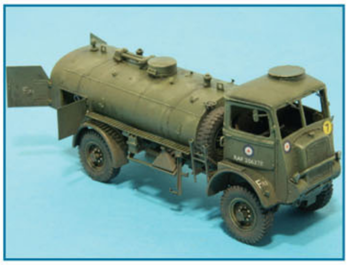
Mid-scale modellers will be delighted to hear that Accurate Armour has released four new 1:48 scale airfield vehicle kits.

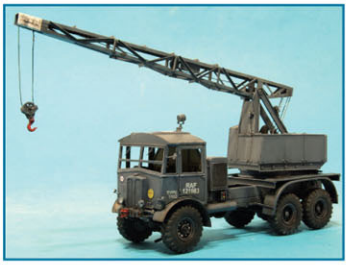
The most unusual is the classic Thompson 3-wheeled Refueller, and the largest is the imposing AEC Coles EMA Crane.

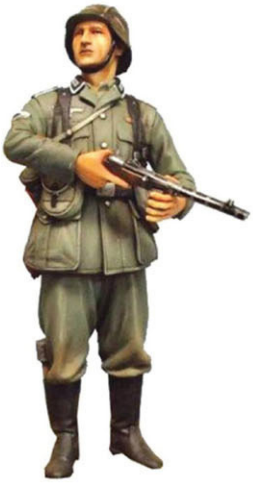
Accurate Armour has also released the AVTUR refueller and petrol tanker versions of the Bedford QL. These subjects will be especially welcomed by crossover aircraft / military modellers, but they are equally interesting subjects in their own right.

All are available online now from Accurate Armour www.accurate-armour.com









NEW PRODUCT FROM MMD / SQUADRON

120mm VOLKSGRENADIER

Squadron's large-scale figure house brand, Government Issue, has released its first strictly historical resin figure. This is a late war Wehrmacht infantryman wearing an M36 uniform with raised Heer insignia. He stands warily, glancing upward and armed with a captured Red Army PPSh-41 submachine gun held across his body. A circular base is included.

Government Issue figures are available online from Squadron www.squadron.com

NEW TAMIYA SUPER PERSHING ANNOUNCED AT NUREMBERG

Tamiya has made the surprise announcement of the imminent release of a new 1:35 scale T26E4 Super Pershing a the 2011 Nuremberg Toy Fair. Although the standard M26 Pershing's 90mm M3 gun was powerful, it was still not on par with the German King Tiger's long 88mm gun. The T15E1 90mm gun, which was larger in calibre and fired a one-piece shell at a higher muzzle velocity, was therefore developed and fitted onto a modified T26E1 prototype. This hard-hitting hybrid featured cylindrical stabilisers mounted on the turret to cope with the longer length of the gun barrel.

This was the first "Super Pershing" and it was sent to Europe where it was involved in just a handful of engagements against German tanks before the end of hostilities.

The T26E4 "Super Pershing" was armed with a T15E2 90mm gun that fired two-piece ammunition and a redesigned gun mount to eliminate the need for the stabilisers. 25 were built before production was cancelled.

Tamiya's 1:35 scale mode represents the second pre-production T26E4 Super Pershing. In addition to all the characteristic features of the T26E4, the model will include two partial crew figures.

Tamiya's Super Pershing is due for release in Japan during March. Also due for re-release are the venerable 1:35 scale M113A1 Fire Support Vehicle, the Sd.Kfz. 250/3 half track "Greif" and the original Tamiya Sd.Kfz. 7 half track.

THE WORLD AT WAR

WORLD AT WAR COMPETITION WINNERS

The two lucky winners of the remastered World at War DVD boxed sets are:
Mr Paul Mellor, Halifax, West Yorks and
Mr Thomas Shanahan, New Jersey, USA
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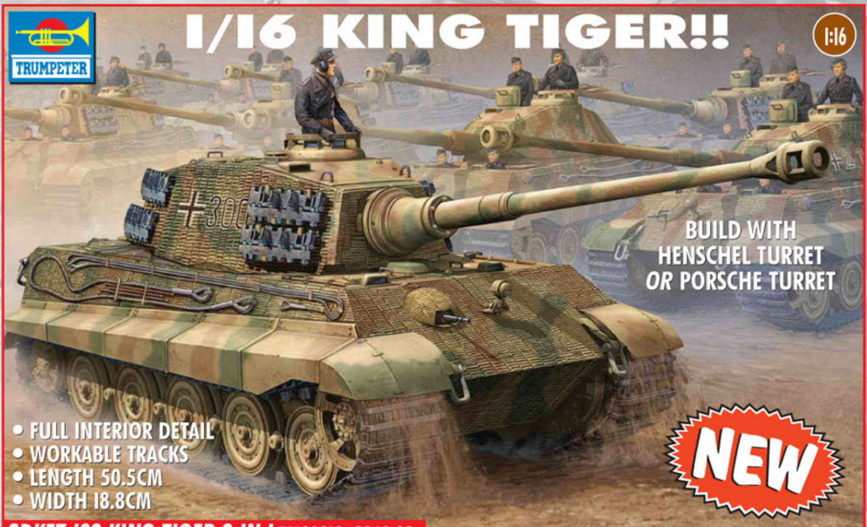

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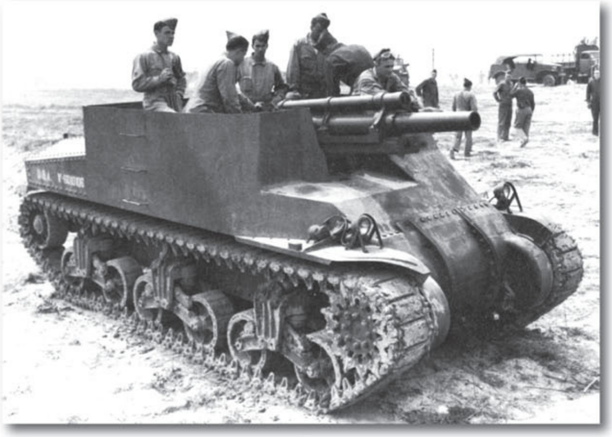
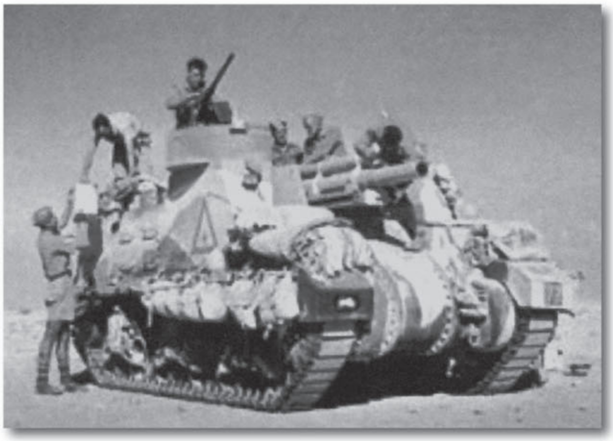


The first prototype for a new motor carriage for the M1 105mm howitzer was the T32, seen here at Fort Knox during evaluation by the Armoured Force Board. Note the lack of a mount for a .50 Browning MG, and the M3 medium tank 3-piece transmission cover with the cutout on the offside for the M3 medium tank's 75mm main gun sponson.



The first combat users of the new M7 howitzer motor carriage were the British, who received a number of them in time for the battle of El Alamein in October 1942. The high pulpit style mount for the .50 MG led the British to name the vehicle the "Priest". This example if from the British 1st Armoured Division, and carries a new camouflage scheme and British pattern sand shields like those on British operated M3 medium tanks.

M7 PRIEST HOWITZER MOTOR CARRIAGE

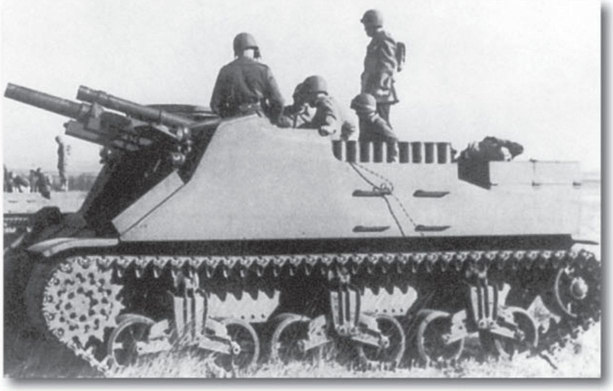
Bruce Culver examines the origins, development, variants and operations of the M7 Priest Howitzer Motor Carriage.

In the years immediately preceding America's entry into WWII, the US Army, along with all the other services, was engaged in both massive expansion of the pitifully small pre-war forces, and developing the doctrines that would govern how the new army formations would operate in wartime. To that end, US Army observers observed and gathered information about developments in the European armies, especially after war broke out in September 1939.

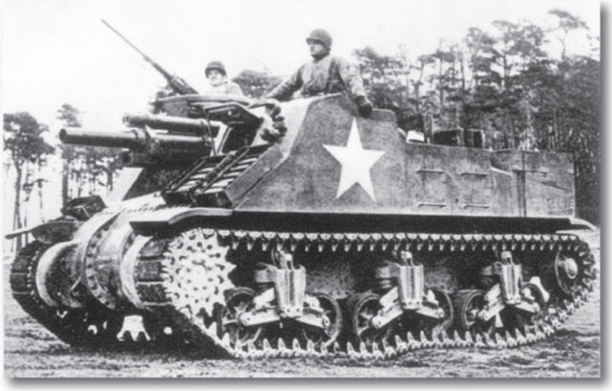
A NEW PARADIGM

There was particular interest in German military structure, doctrine, and tactics, and the early successes of the German forces led many US officers to study their methods of operation. The budding US Armored Force was particularly interested in the formation and use of the Panzer Divisions. Though most of the German army used horse-drawn transport, the Panzer Divisions were heavily motorized, allowing rapid movement in combined arms operations. It became apparent that armoured forces would need motorized artillery units to support the assaults by tanks and armoured infantry.

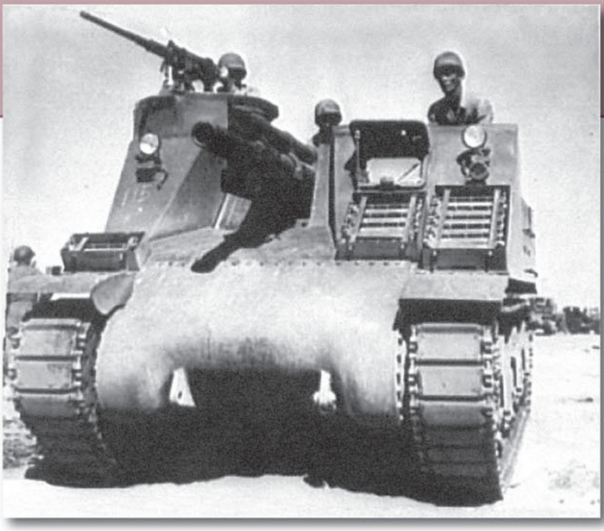
The Germans themselves had been caught short in the Battle of France, having to use such quick lash-ups as the 15cm sIG33 ▶



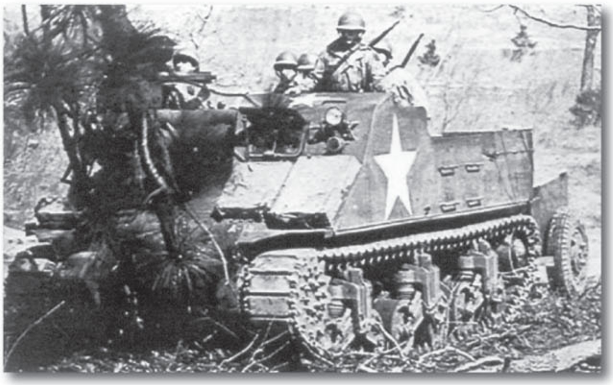
This is a very early (spring 1942) production M7, still using the M3 transmission cover with the cutout, and early VVSS bogies as used on the M3 tank. It also had rear stowage boxes with side opening doors, and cut-down sides that exposed the ammunition to enemy fire. The headlights were mounted high on the superstructure front plates.



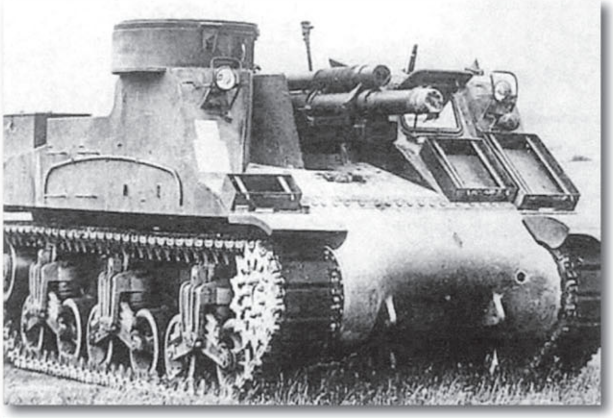
A slightly later 1942 production M7 seen in North Africa carries the early M3 style bogies, but now has the early M4 Sherman style 3-piece transmission cover without the cutout for the M3 medium tank sponson gun. This example has T51 smooth rubber block tracks, typical for early production M7s. Note the heavy layer of dust, partially wiped off where the crew has touched the upper sides. Note the grouser boxes on the front armour.



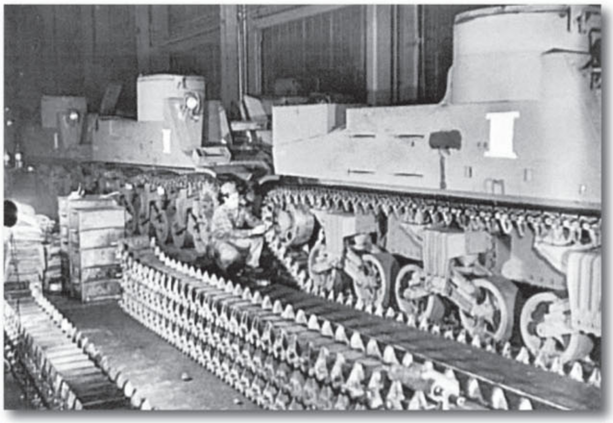
This is another early production M7 (probably spring 1942), but using the E4188 1-piece cast transmission adopted for the M4 medium tank family. 1942 production M7s could be fitted with either 1-piece or 3-piece transmissions, and M3 or M4 style bogies, depending on which parts were available during production. In all other respects, this is the same as the other early production M7s from early- to mid-1942.



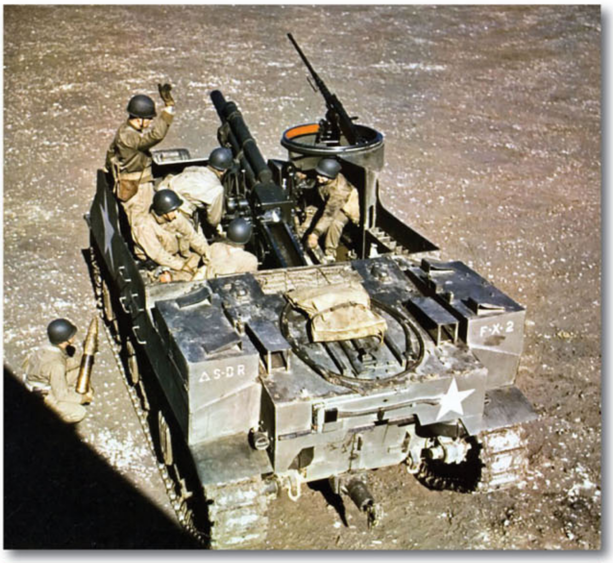
This early production M7 tows an M10 ammunition trailer that was designed and issued for use by M7 batteries. This vehicle retains the side-opening rear stowage boxes, M3 bogies, cut-down sides, and the 3-piece transmission. The front lights are still mounted high on the superstructure, but they now have formed brush guards to protect them.



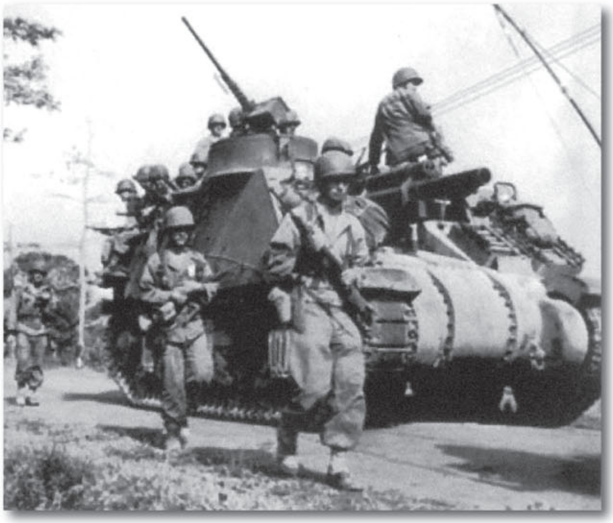
This M7 represents the next iteration in the early production series. It has the 1-piece cast transmission, which became less common during late 1942, but retains M3 bogies and the original shallow pulpit MG ring tub of the early M7s. However, this example has the later top-opening rear stowage boxes. 1942-produced M7s varied greatly in their details.



The final assembly line at the American Locomotive Company plant assembling M7s illustrates the variation found in 1942-43 production. The M7 at the right has the later M4 Sherman heavy-duty VVSS bogies, while the vehicle behind it has the older M3 type bogies. Both have the 3-piece transmissions. These are intermediate production M7s, as indicated by the deeper tubs for the pulpit .50 BMG. The tub was deepened to provide a seat for the gunner during road travel, and some additional stowage.



"FINALIST", an early production M7, shows the modifications made to the engine deck to alleviate engine cooling and fuel vapour problems. Two additional vents with spaced metal covers inboard of the stowage boxes were added to allow air from the engine compartment to escape to the outside. Note also the cutout in the upper tail plate to clear the exhaust outlets. This vehicle had the 1-piece cast transmission and M3 style bogies.



This early M7 Priest of the 130th Cannon Company is supporting troops of the 130th Infantry Regiment, 33rd Division, on Luzon, P.I. in March 1945. The M7 was not used extensively in the Pacific theatre because many of the island campaigns involved small islands, making indirect fire difficult, and the heavy jungle on some islands would have interfered with firing on enemy positions. Fighting in the Philippines involved much larger islands analogous to the European theatre. This is an early (1942) production M7.

infantry gun mounted with its complete carriage on the Pz.Kpfw. I Ausf. B chassis due to the lack of better purpose-built weapons. Other self-propelled weapons appeared in German units, all built on obsolete tank chasses. While they performed their missions successfully, many of them stretched the utility of the light tanks chasses used, and many had very high silhouettes, making them conspicuous on the battlefield. Since the US was neutral during the first two years of the war, US military planners had access to study many German innovations first hand, and also combat results from both sides.

It was apparent early on that while the 75mm M3 gun of the M3 medium tank was an excellent infantry support direct fire weapon, heavier artillery more suitable for indirect fire and causing more damage to fortifications would be needed. To field such weapons quickly, the Army designed several interim types based on the new White M3 halftrack. The T19 Howitzer Motor Carriage (HMC) mounted an M2 105mm howitzer in the M3 halftrack and the T30 HMC mounted a 75mm pack howitzer in the same vehicle. Both were issued as "limited standard" systems and were not issued model numbers. The T19 served in the armoured field artillery battalions (AFABs) of armoured divisions, while the T30 was issued to cannon companies in the armoured reconnaissance battalions in the armoured divisions.

Both the T19 and T30 had a number of problems, including poor armour protection for the crews and guns and reduced cross-country performance due to the extra weight of the guns. The T19 served only in Africa and was replaced by the standardized M7 HMC in time for the invasion of Sicily in July 1943. The T30 lasted a bit longer due to delays in issuing its replacement, the M8 HMC based on the M5 light tank. Both vehicles served successfully even with their disadvantages, but it was obvious better vehicles had to be developed.

MOBILISING THE M2A1 105MM

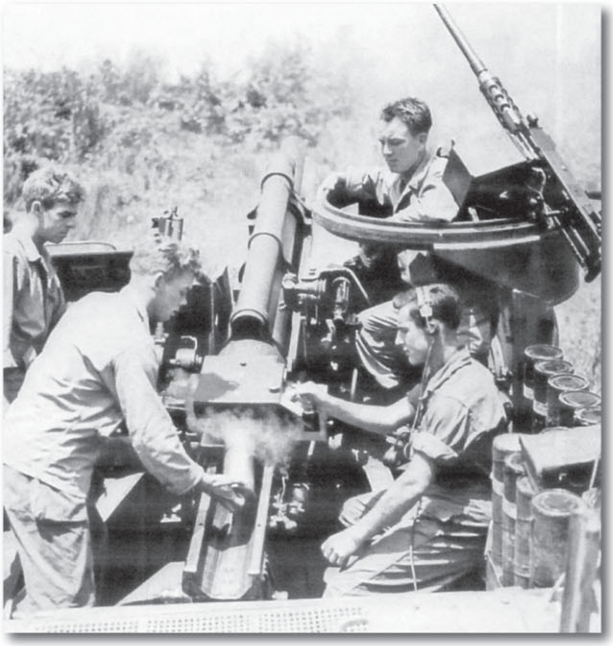
In October 1941, MG Jacob L. Devers, the chief of the Armoured Force, recommended the construction of two prototypes of a new design intended to mount the M2A1 105mm field howitzer on a fully tracked chassis to allow the artillery to follow the armour closely in all terrain. Two prototypes, designated T32, were completed by the end of 1941 and tested. Only a few improvements and changes were needed and the vehicle was standardized in April 1942 as the M7 Howitzer Motor Carriage. The major changes from the T32 were the reduction in upper hull armour thickness from 3/4 inch to 1/2 inch, cutting down the sides and rear to reduce weight, and adding an armoured ring mount for a .50 Browning MG for anti-aircraft defense.

The T32 and the standardised M7 were based on the chassis of the M3 medium tank. It was a large chassis for the weapon, but this had several advantages. It was the same chassis used by the current (and, as it turned out, the future) medium tank, allowing the M7 to keep up with the tank units in all operating areas. It also placed the chassis and drive train under much less stress, leading to lower maintenance and repair requirements. It provided more room for the crew and a larger supply of ready ammunition than carried in the T19. And there was room for future growth if needed: more armour, more ammunition, etc. Use of the tank chassis reduced the logistics burden, as the parts and procedures for maintenance and repair of the M7 HMC were the same as for the tanks in the tank regiments or battalions.

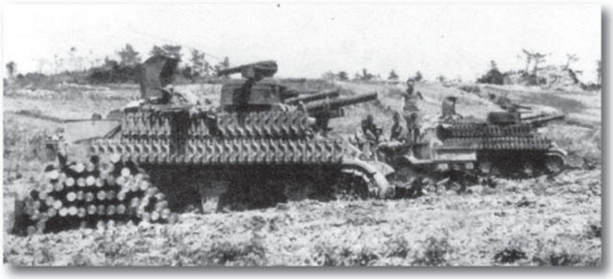
The open superstructure had the driver to the left of the transmission and the M2A1 105mm howitzer to the right. The howitzer had a traverse of 15 degrees to the left and 30 degrees to the right. Elevation was -5 degrees to +35 degrees – the original goal had been elevation to +65 degrees, but this was reduced to lower the silhouette of the vehicle. The .50 BMG had full traverse in the ring mount on the forward right corner of the fighting compartment. A shallow tub of armour protected the gunner. Seats for the crew of seven lined the sidewalls and ammunition stowage was 57 rounds. While the superstructure was made from rolled homogeneous armour plate (RHA), the lower hull, though based on the M3 medium tank chassis, was riveted from 1 1/2 inch thick soft carbon steel to help conserve armour for tank production. Side-opening stowage boxes were on the rear sides.

THE M7 ROLLS OUT

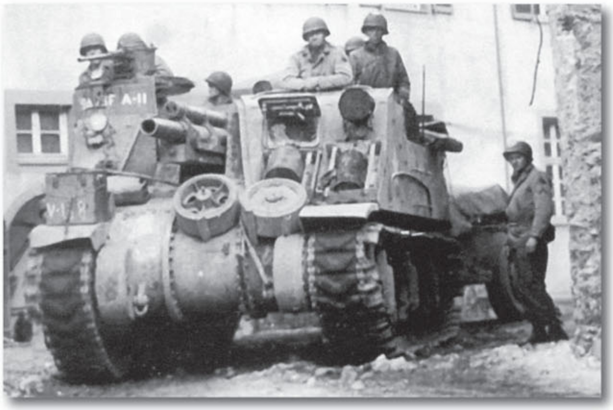
Production began in April 1942 at the American Locomotive Company (ALCO), which built most M7s. Production of the M7 HMC ran from April 1942 to August 1943. The very early production M7s had the original M3 medium transmission with a cutout on the



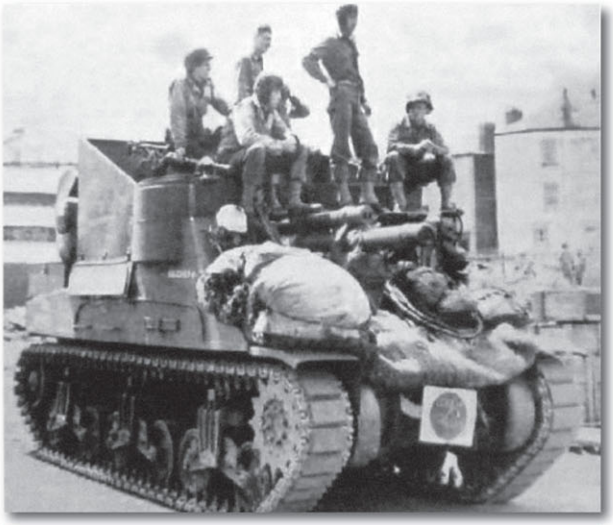
Another early M7 HMC of 1st Armored Division, seen during a firing exercise near the Arno River in Italy, 1944. Note the shallow .50 BMG armour tub and the cut-down sides. The assistant loader is retrieving the fired shell casing. Empty cases were tossed over the side, and usually collected and returned back to the US for recycling. M7s fired from fixed positions and collecting scrap metal was not an uncommon activity.



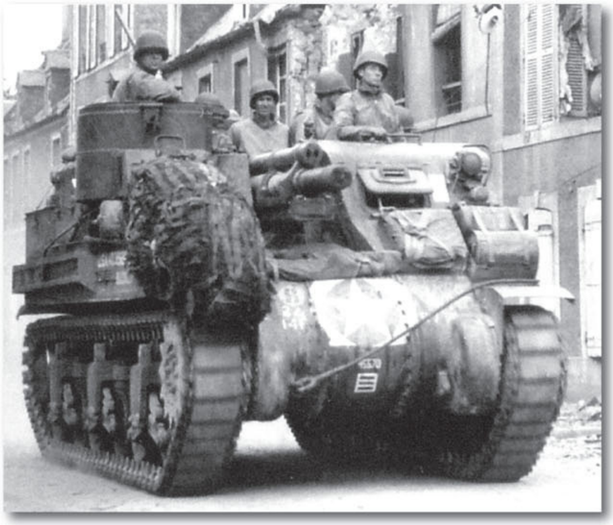
Early M7s of the 1st Marine Division occupy firing positions on Okinawa, May 1945. The Japanese defenders used a variety of anti-tank tactics, including magnetic mines and bombs, and also made greater use of hidden anti-tank guns. The result was the widespread use of appliqué armour on USMC tanks in the later Pacific campaigns. The 1st Marines favoured layers of extra tracks welded to the armour of their M7 HMCs.



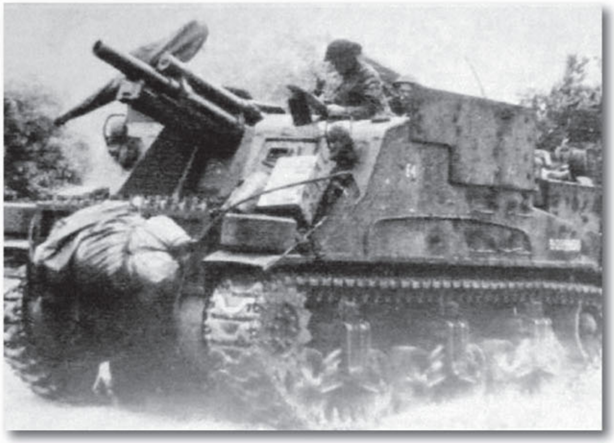
An early production M7 of the 73rd Armored Field Artillery Battalion, 9th Armoured Division, passes through Limburg, Germany in March 1945. Note the 3-piece nose, M3 style bogies, cut-down sides, and the original shallow armour tub for the .50 BMG. Though field kits were issued to update the early M7s, many were not reworked.



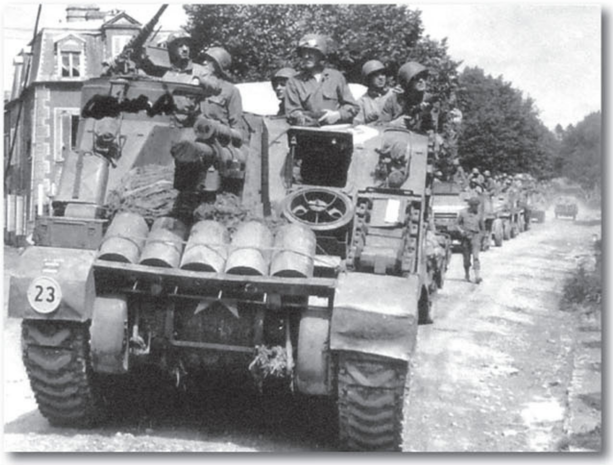
An intermediate production M7 HMC seen in England before the D-Day landings displays a wading kit applied to raise the crew compartment sides to prevent swamping. Note the deeper gun tub and the added side armour flaps, here opened to mount the wading kit. This M7 has the 3-piece transmission, a protective cover over the 105mm howitzer muzzle, and wading trunks at the rear to supply the engine with air.



This intermediate production M7 of the 14th AFAB, 2nd Armored Division passes through Carentan, Normandy in June 1944. Note the addition of side stowage racks like those fitted to US halftracks. The white star in a circle became a standard vehicle ID marking during the European campaign.



Though the US Army developed up-armouring kits to raise the cut-down sides of early M7s, many vehicles were not modified. Field units resorted to adding their own armour upgrades. This British M7 Priest in Normandy mounts a common field installation of extra armour panels bolted to the upper body to better protect the crew and ammunition.



Part of 4th Armored Division passes through Coutances, France during Operation Cobra, the breakout from St. Lo. The lead M7 is an intermediate production model, modified by its crew to carry several oil cans over the transmission housing. Most allied tanks ended up with extensive stowage arrangements cobbled together by crews, and some units fabricated various stowage devices in local workshops, as time was available.

right side to clear the sponson for the 75mm gun on the M3 tank. Later, the 3-piece transmission for the M4 Sherman was introduced without the cutout. The suspension was again from the M3 medium tank with central return rollers and the tracks were mostly the T51 plain rubber block style. There were a number of detail changes during 1942 production. Depending on what assemblies and subassemblies were available, M7s built from mid-1942 could have the M4 3-piece transmission or the early cast 1-piece transmission and early (M3) or later (M4) bogies, which appeared in late December 1942. Because of some mechanical problems with the 1-piece transmission, its use declined during 1942, and M7s built from late 1942 into 1943 all had the M4 3-piece transmission instead. In late 1942, the tub for the .50 Browning MG was deepened to provide a seat for the gunner. The rear stowage boxes were changed to open at the top.

A problem with fuel vapours accumulating in the engine compartment led to installation of two vents inboard of the rear stowage boxes in mid-1942 early production. The vents were protected with spaced covers. The exhaust system was also changed, dropping the old M3-style "pepperpot" exhausts for the later side-mounted air cleaners from the late M3 and M4 tanks with the exhausts exiting under the upper tail plate. Later 1943 production saw some increased use of the M4 style bogies but M3 types were also used. Combat experience showed that the stowed ammunition in the side racks were exposed to enemy fire and folding extensions were fitted to 1943 production M7s. These could be dropped for loading or crew access and raised before entering the combat area. Earlier M7s were modified at depots as the folding panels became available, but many issued M7s in the field were never reworked.

The original production run for the M7 HMC ended in August 1943. Expanded vehicle requirements led to a resumption of M7 production in March 1944, but the M7 design was improved in many ways, incorporating developments from the M4 Sherman program. The 1944 production M7s featured the new sharp-nosed cast transmission, M4 style bogies with a variety of wheel types, a welded lower hull again of carbon steel, all the folding armour panels, the headlights mounted lower on the superstructure front, and open mesh baskets added onto the top-opening rear stowage bins.

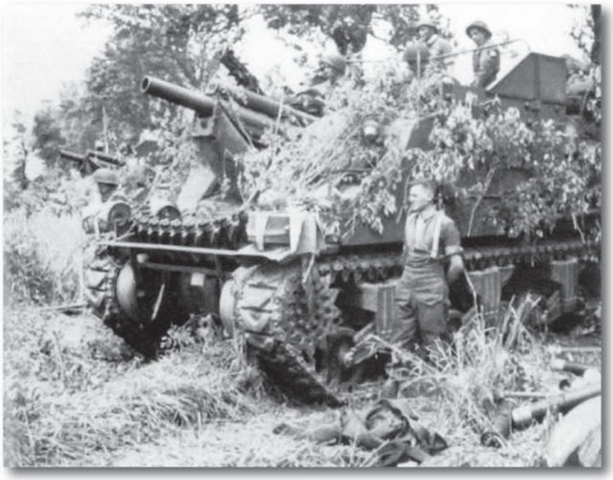
At the same time, with the selection of the M4A3 Sherman as the preferred standard tank for US armoured divisions, the Army started production of M7s powered by the Ford V-8 engine of the M4A3. These were almost identical to the 1944 production ▶

◀ M7s except for the engine deck and chassis, which were the same as the M4A3 Sherman. This model was standardized as the M7B1 and Pressed Steel Car Company built 826 of them from March 1944 to February 1945. Total production of the basic M7s was 3490, from ALCO and Federal Machine and Welder Company.

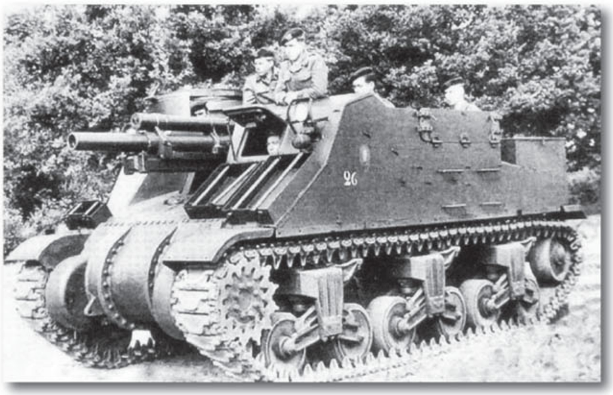
IN ACTION

The first use of the M7 HMC in action was by British armoured units in North Africa during the second Battle of El Alamein in October 1942. The high round cupola for the .50 BMG looked something like a pulpit and led the British to christen the M7 the "Priest." While British troops liked the vehicle, the use of the American 105mm howitzer meant that ammunition supplies depended on American supply trains as the British didn't use the 105mm howitzer themselves. Nonetheless, the British very much liked the weapon for its ability to follow the tanks closely and bring enemy anti-tank guns under fire immediately, without the previous delays encountered in emplacing towed artillery. This new capability changed the nature of armoured warfare in the desert, as dug-in German 8.8cm anti-tank guns could no longer fire on British tanks from long range with impunity, but would be subjected to counter-battery fire almost instantly.

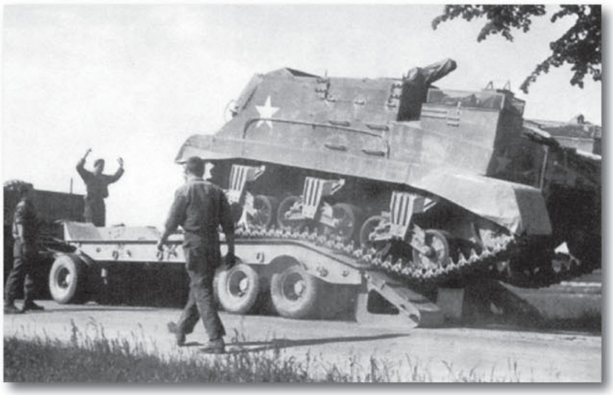
By late 1943, the British had decided to replace the M7 Priest with a self-propelled version of the standard British 25 pdr field artillery piece. Built by Canada on the chassis of the Ram medium tank, the SP 25 pdr became known as the Sexton. By late summer 1944, it had largely replaced the M7 in British and Commonwealth service. The Canadians converted many of their now surplus M7 Priests to Kangaroo troop carriers by removing the howitzers and ▶



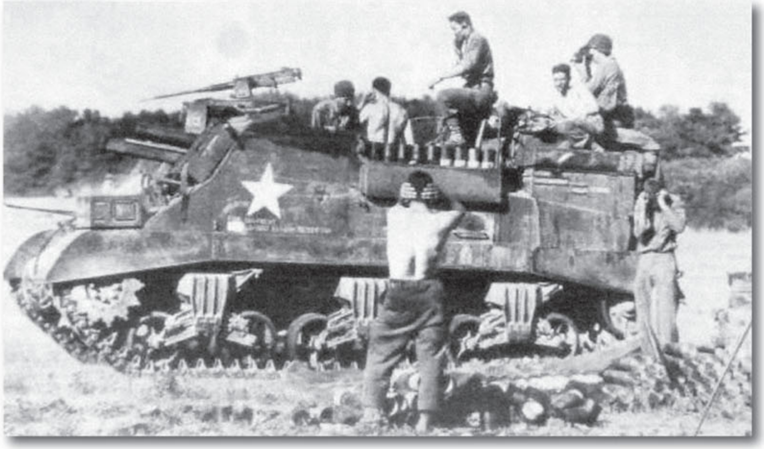
An M7 Priest of the 33rd Field Artillery Regiment in Normandy waits for a fire mission. This Priest has the British pattern side armour upgrade bolted in place, with a added wading kit wall above. Operating from a fixed firing position, these guns have been camouflaged more thoroughly, using foliage and grasses to disguise the shapes of the vehicles. Some units and crews built elaborate blinds using camouflage netting and foliage to hide the vehicles completely.



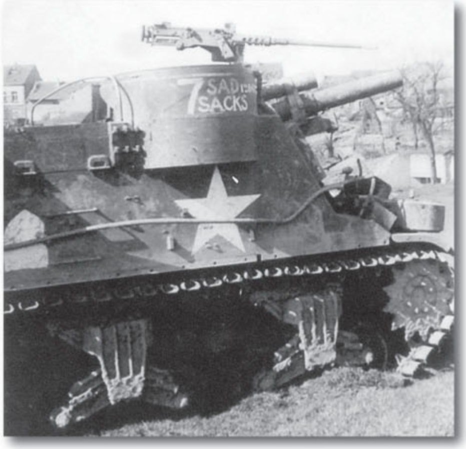
This British M7 Priest in Normandy is a late intermediate production vehicle with M4 bogies and pressed steel disc wheels and the hinged side armour flaps to improve crew protection. This was the typical appearance of late 1943 production M7s, with M4 bogies and the 3-piece transmission, but the later superstructure improvements.



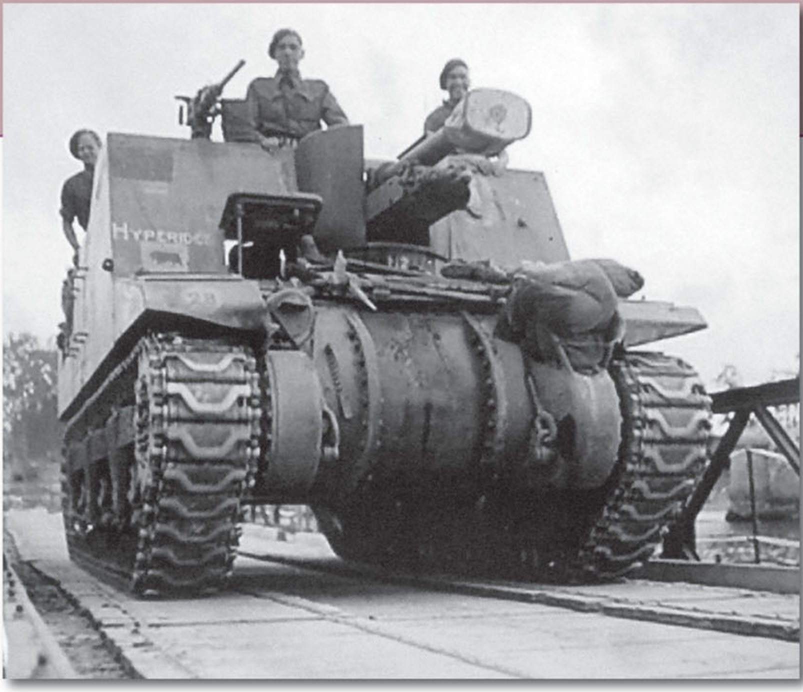
M7 production had stopped in late 1943, but increased needs required restarting production again in 1944. As M4 Sherman production ramped up, with more factories producing parts and assemblies, the later 1944 production M7s used the 1-piece cast sharp nose transmission and M4 type bogies. The headlights were moved to the bottom of the front plates on the superstructure, and open fixed baskets were added atop the rear stowage boxes. Sand shields were installed at the factory. This M7 loading onto a trailer is a 1944 late production model.



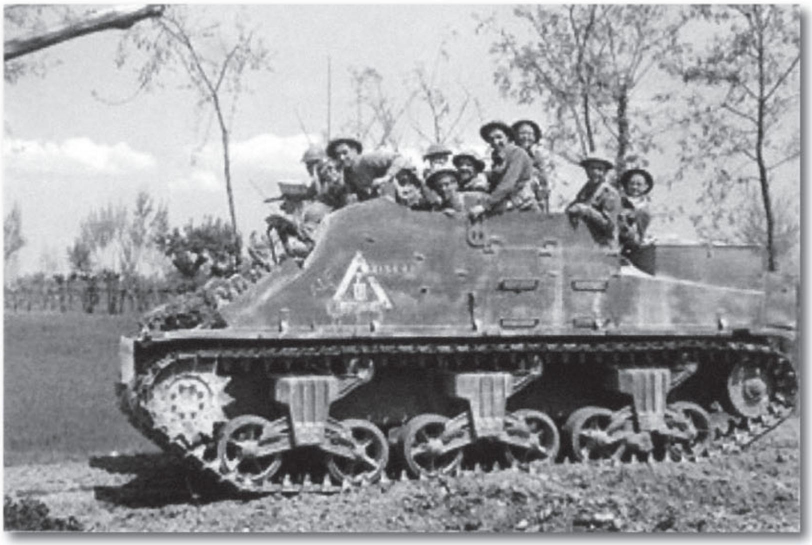
A 1944-built late M7 fires at German positions near Avet, France, August 1944. Note the low-mounted headlights, hinged side armour flaps, rear baskets & sand shields. As M7s usually fired indirectly, they often positioned themselves in open country for better visibility to observe fire corrections.



"7 Sad Sacks", a 1944 late M7, sits in the soft ground of the spring of 1945. To improve flotation in soft ground, extended end connectors (EECs) were added to the 16.5 inch wide tracks to reduce the problem of bogging down in soft soil. However, adding the EECs made the tracks too wide to fit within the sand shields, so the shields were removed, as seen here. These EECs were manufactured in Europe under US Army direction to supplement supplies, as US EEC production could not fill the need.

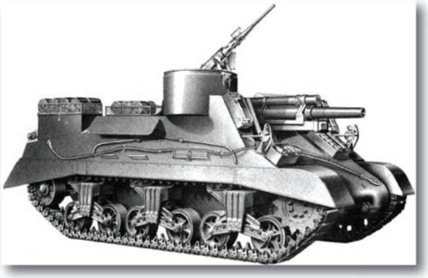


Although the British were pleased with the performance of the M7 Priest in their units, the American 105mm howitzer complicated logistics, as the British did not manufacture 105mm ammunition. Thus, the Canadians developed their own self-propelled gun, the Sexton, which carried the British standard 25 pdr gun-howitzer, relieving the ammunition supply problem. The Sexton was similar in concept to the M7, as seen here.



To supplement the limited supply of Ram Kangaroos, as M7 Priests in Canadian units were replaced by Sextons, they were converted to Kangaroo troop carriers by removing the 105mm howitzer and ammunition racks, moving the radios, adding higher side armour if required, and blocking the opening for the howitzer with additional armour plate. The Priest Kangaroo could carry 20 troops and a crew of two.

Another need that came up was the lack of armoured transport for British and Commonwealth troops in forward areas. These are Ram Kangaroo troop carriers, converted from obsolete Ram medium tanks. The Ram chassis was similar to that of the M7, and the main part of the conversion was removing the turret.



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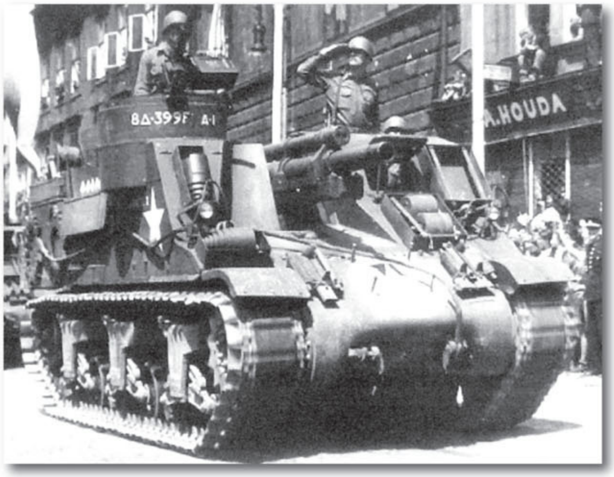
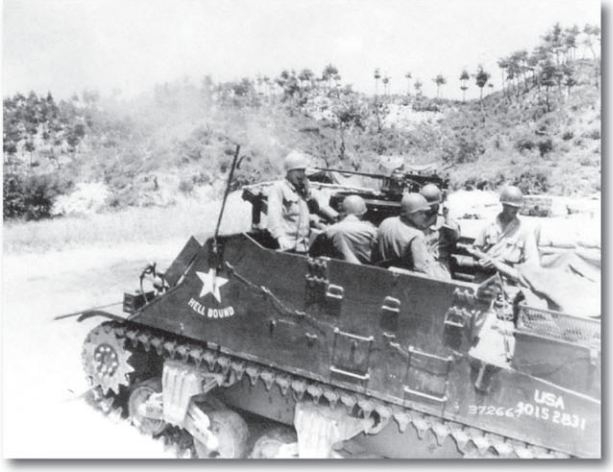


An M7B1 passes in review in one of the many parades after the end of the war in Europe. This vehicle of the 8th Armored Division's 399th AFAB has T51 rubber block track with EECs and the sand shields removed. In most details the M7B1 was nearly identical to the late M7. Though it doesn't show well, there is a large white star and circle on the upper transmission casting.



The M7B1 also served in Korea during the hostilities from 1950-53. "HELL BOUND" is essentially the same vehicle type as used in late WWII, complete with the baskets on the rear bins and other details. They proved to be very useful vehicles in the static fighting.

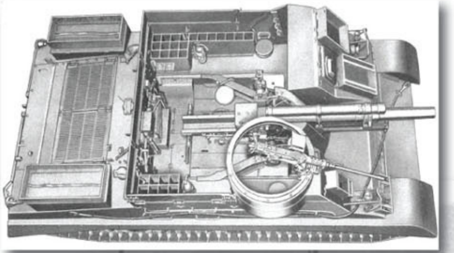
other equipment, allowing the vehicles to carry 20 men.

In US service, the M7 HMC was assigned to the AFABs in each armoured division, each AFAB having 18 M7 HMCs. As more M7s became available, their use expanded and some infantry divisions had a supporting cannon company with 6 M7s. Most infantry divisions also ended up with an attached tank or tank destroyer battalion, making them nominal light armoured divisions. In some engagements M7 HMCs were used as assault guns to support directly infantry assaults against enemy fortified positions, acting in this capacity until 105mm howitzer-armed M4 or M4A3 Shermans arrived on the scene.

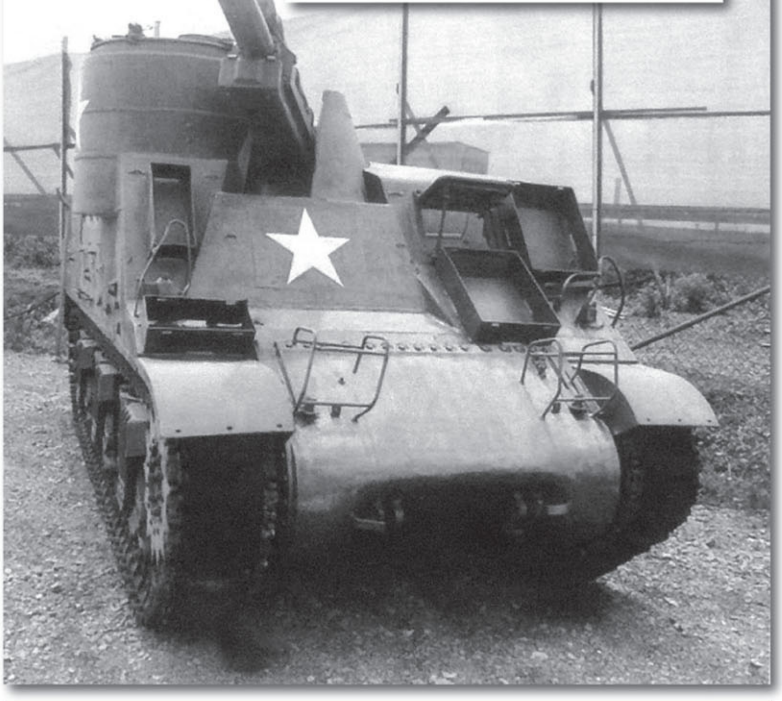
In many ways, large and small, M7s were modified or altered by their crews for more protection or comfort. Many early models had armour plates bolted or welded to the upper sides to provide the higher armour added to later production vehicles. Units added racks for stowage and typical M7 HMCs in Europe often appeared buried under the large amounts of stowed gear and equipment on the rear decks. Extra supplies were jammed into every nook available. Extra ammunition was carried on the rear deck as well, sometimes under the piles of stowage, which seemed to grow with each passing month.

POST WAR DEVELOPMENTS

After the end of WWII, the M7B1 HMC was favoured for continued US service and was the version that served during the Korean conflict. One disadvantage of the M7 and M7B1 was that in lowering the vehicle silhouette, the Army had reduced the maximum elevation of the howitzer by some 30 degrees. In hilly country, it was often necessary to drive the HMCs up ramps to raise the elevation enough to reach the target. The Korean peninsula had many mountainous regions and the same problem of insufficient elevation required a solution. M7B1s were modified by raising the howitzer and upper carriage to allow the maximum possible 65 degrees of elevation. The embrasure opening for the original howitzer position was covered with a curved piece of armour plate to protect the raised carriage, and the MG tub was also raised by adding a section of armour to provide a clear field of fire for the .50 BMG. The reworked M7B1 was designated M7B2, and numbers of these artillery vehicles served for many years after the end of the Korean conflict. ■



This retouched manual photo illustrates the M4A3 rear deck and main interior details of the M7B1 Priest. The pioneer tools were stowed on the upper tail plate. Except for the new rear deck and extended rear body, the M7B1 was very similar to the 1944 late production M7. In this view, all the added side and rear armour extensions are raised.



The original specification for the M7 had called for a high angle of fire capability, and during the Korean War, a number of M7B1s were modified to raise the 105mm howitzer to allow a maximum elevation of 65 degrees, and re-designated M7B2. This example of the M7B2 at Sinsheim, Germany shows the modification. The howitzer was raised, and the original embrasure opening sealed with a curved armour plate, and the tub for the .50 BMG was also raised by adding a section. This vehicle had extra lights mounted on the transmission casting but the original lights remained on the front superstructure.

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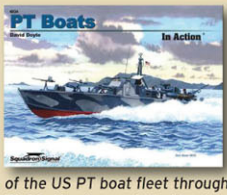

American Patrol Torpedo (PT) boat crews served valiantly in every theatre during WWII. From the Aleutians to the Mediterranean, these men harassed enemy shipping, launched attacks against much more formidable warships, rescued downed air crews and spirited General Douglas MacArthur to safety from Corregidor Island in March of 1942. This volume chronicles the evaluation, use, and eventual destruction of the US PT boat fleet through 180 photographs, many of them colour. Covers ELCO, Higgins, and Huckins boats.

SS5720 - M3A1 White Scout Car Walkaround

M3A1 Scout Car
Walk Around
Squadron/Signal

The White Motor Company began serial production of the four-wheel-drive M3A1 Scout Car in 1940. Covered in quarter-inch face-hardened armor, the vehicle served the US military as scout, command car, ambulance and in some cases as a gun tractor. Armed with one .50 caliber and two .30 caliber machine guns on a skate rail that completely surrounded the fighting compartment, the M3A1 saw action in the Philippine tropics, the North African desert and during the 1943 invasion of Sicily. However, US forces soon replaced the open-topped M3A1 with other armoured vehicles that afforded better coverage. Because the vehicle was widely exported it served on - heavily used by the Red Army on the Eastern Front and by Free French, Belgian, Czechoslovak and Polish forces throughout WWII. Later, France took the vehicle into combat in colonial wars in Indochina and Algeria. Illustrated with more than 200 photographs, plus color profiles and detailed line drawings. 80 pages.

SS5722 - Valentine Tank Walk Around

Valentine Tank
Walk Around
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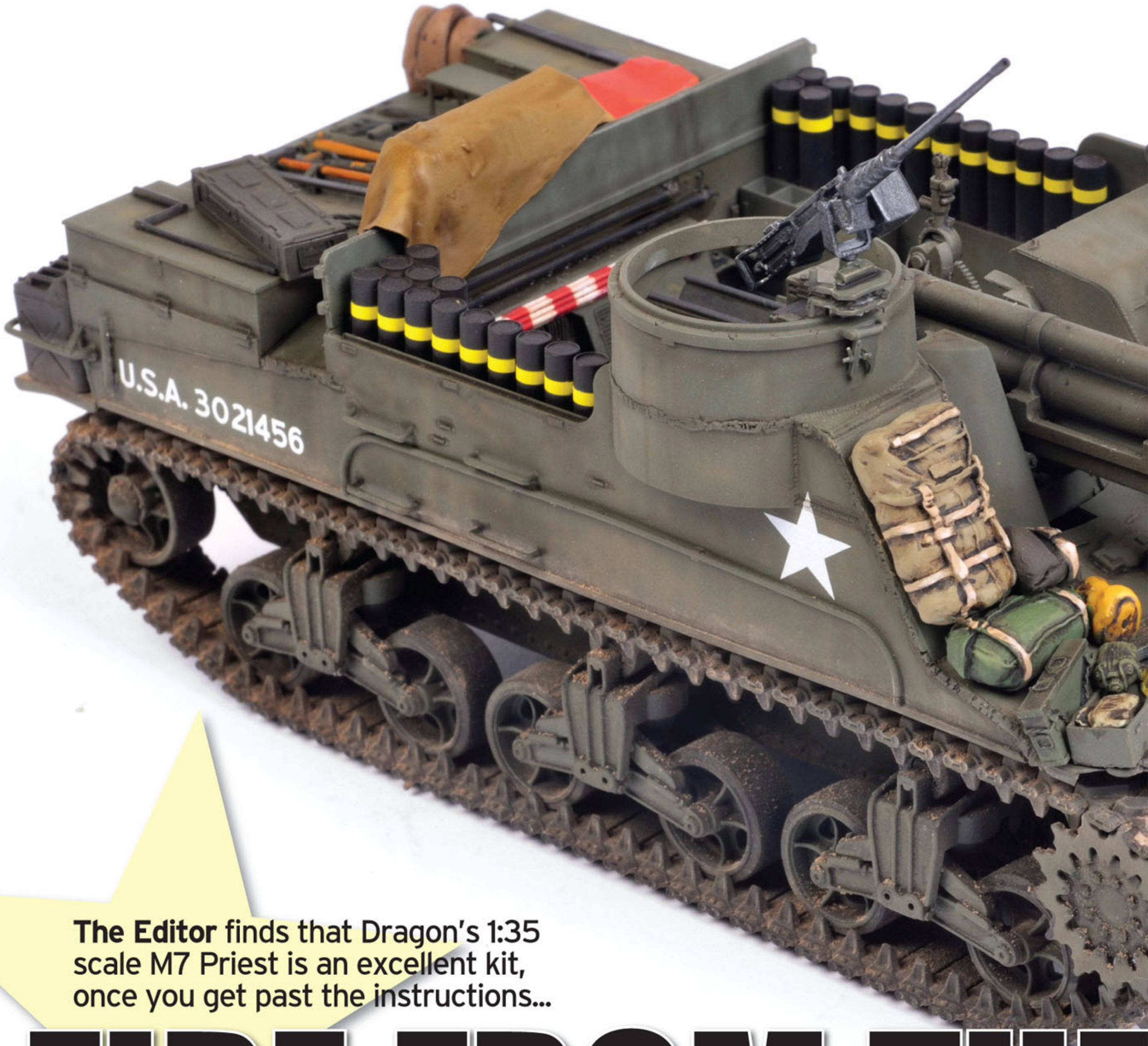


The Editor finds that Dragon's 1:35 scale M7 Priest is an excellent kit, once you get past the instructions...

FIRE FROM THE

Dragon has a long established reputation for offering a massive number of parts in their kit boxes. It is not unusual for a Dragon kit to comprise 500, 600, 700 parts or more. The parts count clearly points to a high level of detail, but the downside is that these kits will certainly be time consuming and sometimes complex to build.

In this second decade of the 21st century, however, there is more than one way to skin the detail cat. Modern technology permits deep three-dimensional detail to be moulded onto single parts that would have once required multi-part sub-assemblies.

The question we have to ask ourselves is, do we want parts for parts sake, or uncompromising detail delivered as simply as possible?

There is no right or wrong answer to this question. Many modellers will justifiably argue that a high parts count equates to more time spent on a project and therefore greater entertainment value for the money.

Other modellers who may be short on time (such as magazine Editors with tight deadlines) will appreciate a kit that they can finish fairly quickly.

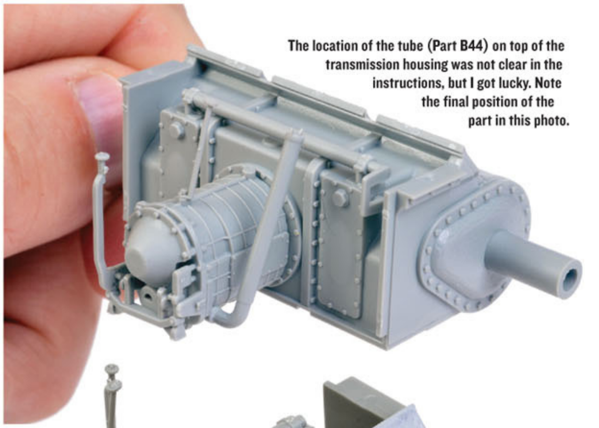
Until very recently, Dragon has stood firmly on the high parts count side of the equation. The release of their new 1:35 scale M7 Priest therefore came as a pleasant surprise to me. This attractive kit contains a relatively modest 284 parts in total.

IN THE BOX

The vast majority of parts in Dragon's 1:35 scale M7 Priest are brand new. The only elements that we have seen previously are from their M2A1 105mm howitzer kit and the early VVSS suspension units from the M4A1 Direct Vision kits. The lower hull and superstructure is totally original, while a newly tooled three-piece differential cover is also offered. The lower hull is provided as a single, slide-moulded part and features the proper details for the Priest.

The tyre surfaces of the road wheels were scuffed with a coarse sanding stick prior to assembly.

The early M3-style suspension units built up quickly and easily. I glued the movable rocker arms in place to avoid them bowing under the pressure of the flexible tracks.



The location of the tube (Part B44) on top of the transmission housing was not clear in the instructions, but I got lucky. Note the final position of the part in this photo.

PART 1

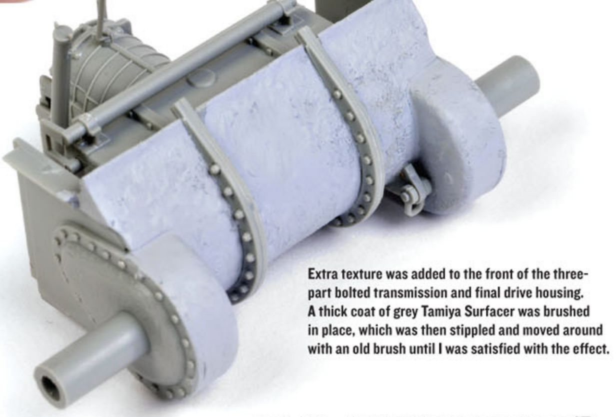
PULPIT

The early Sherman suspension units feature fine cast texture but lack foundry symbols and casting numbers.

The new three-piece cast transmission/final drive cover is slide moulded and has subtle casting texture, foundry numbers and drain plug details on it. However, there is a mould seam running across the lower portion and removing this will likely mar the surface texture.

The engine access doors on the rear hull plate are moulded shut. One door has a solid grab handle moulded in place.

The superstructure is broken down into separate panels for the front and sides. These all feature subtle weld detail and tie-down loops. The side and rear panels come with separate parts for the folding extensions that protected the ammunition stowage bins. There are no ejector pin marks present anywhere on the kit's interior. The front plate has locating marks for the track grouser boxes, headlight guards as ▶



Extra texture was added to the front of the three-part bolted transmission and final drive housing. A thick coat of grey Tamiya Surfacer was brushed in place, which was then stippled and moved around with an old brush until I was satisfied with the effect.

well as impressive weld bead detail. The grouser boxes are provided with the grousers moulded in place.

The engine deck is a separate solid part with three photo-etched screens.

The tools are separate parts with mounting straps moulded in place. Dragon provides a length of metal wire and plastic end loops for a tow cable. The ammunition racks inside the fighting compartment are partly filled with closed packing tubes. They are nicely moulded in one piece for each side.

The driver's compartment is adequately detailed considering how little will be visible on the finished model. Detail below the machine gun pulpit is a bit sparse though. The folding seat and bits for the weapons stowage are included, but no crew weapons themselves nor ammunition boxes for the .50 can machine gun. The .50 cal is made up from eight parts and it is very well done.

The howitzer comprises parts from the existing kit mated with new ones for a Priest. Worthy of note are the new, thin gun shield parts. The rear section of the howitzer barrel is slide-moulded. The front is a turned metal item with rifling inside. Nice stuff.

INSTRUCTIONS OR OBSTRUCTIONS?

Before we start any model, we should thoroughly familiarise ourselves with the instructions. I know this sounds like a bit of a cliché, but it really is important. We can avoid later complications if we are prepared for them in advance, and the instructions should be our best chance at picking up any problems early.

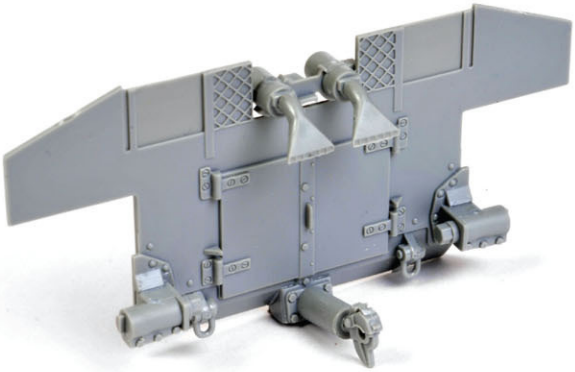
Unfortunately, the biggest problem with many Dragon kits is the instructions themselves, and this kit is a classic example of that syndrome.

These instructions are peppered with a number of errors and omissions in important areas. There are also a number of essential construction sequences that just do not make sense as illustrated.

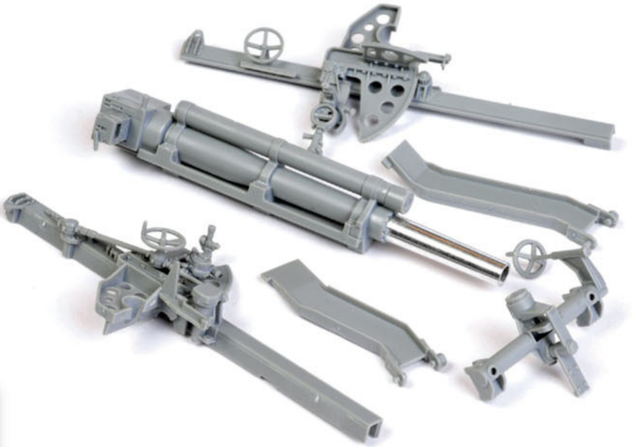
I made notes as I tiptoed through this minefield to save you, dear reader, the same grief. Before you start building the kit, you might like to mark up your instructions with the corrections noted in the accompanying Errata list.

M7 PRIEST INSTRUCTIONS ERRATA LIST

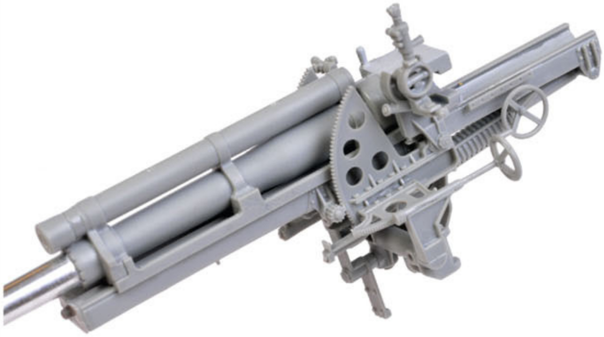
- In Step 2, the ultimate location of Part B44 is not clear. Check the accompanying photos to see exactly where it should go.
- In Step 3, the exhaust pipes, Parts B25, do not seem to have proper attachment points to Part 14. It is almost as though a part in-between is missing. I simply butt-joined the parts with super glue. That seemed to work.
- In Step 4, the part labelled D8 is actually A8 on the sprue.
- In Step 5, there seems to be no locating hole to mount Part A21. I guessed the position, but I might be wrong!
- In Steps 5, 6 and 7, the illustrations do not seem to reflect the actual required construction sequence. There is no mention of what gun carriage parts should be left unglued to permit elevation and traverse; and worse, the location of the interior gun shield parts (C26/28 and C25/27) seems to make no sense at all. Check the accompanying photos and their captions to see how I tackled this tricky element of construction.
- In Step 9, the instructions do not mention it but the driver's visor (Part B30) may be posed open.
- In Step 11, the idler wheels are mislabelled. The part numbers on the sprues are actually D8 and D9.
- In Step 11, I could not get Part B43, the bolted strip at the top of the transmission housing, to fit per the instructions. I therefore cut it into two parts and trimmed off the fine ridges on the bottom of each side.
- In Step 12, the numbering of the front and rear mudguards has been reversed. Parts D24 and D21 should be fitted to the left (driver's) side; while Parts 23 and 22 should be fitted to the right side.
- In Step 12, the rear fighting compartment supports are labelled A6 and A7, but they are actually Parts D6 and D7 on the sprues.
- In Step 12, the location of part A11 is not particularly clear. Refer to the accompanying construction photos to see where it should go.
- In Step 12, the sequence shown for attaching the muffler pots to the back of the hull is not correct. Instead, first assemble the muffler pots (Parts B16, 21 and 15 for one side and Parts B17, 22 an 15 for the other). You will find that the two small locating pins on one side of each muffler pot line up perfectly with two small locating holes on the inner faces of Parts D14 (left side) and D15 (right side). Glue the pots to these parts, and then attach Parts D14 and D15 to the back of the hull. This revised sequence is also covered in the accompanying construction photos.
- In Step 12, the flexible DS tracks are too long. Each length needs to be shortened by two full links, and the ends of the shortened lengths will need to be adapted to smoothly accommodate the joining tab and locating pins. Check the construction photos to see how I overcame this hurdle.



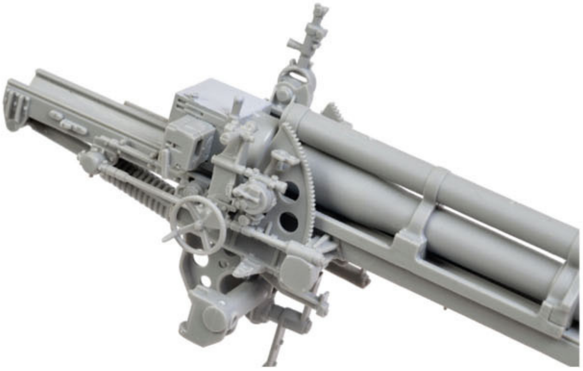
The exhaust pipes, Parts B25, do not seem to have proper attachment points for Part 14. It is almost as though a part in-between is missing. I simply butt-joined the parts with super glue. That seemed to work.



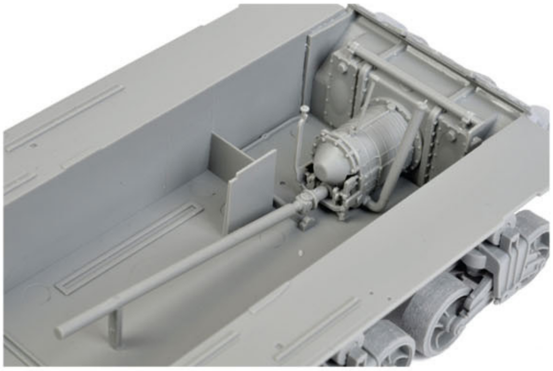
The main sub-assemblies for the 105mm gun. Although the instructions do not mention it, the gun may be built to elevate and traverse.



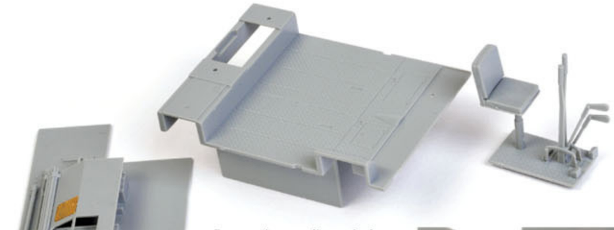
I glued the gun to the carriage per the instructions, but if the gun is attached without glue it will traverse. This operation will be tricky, but is entirely possible.



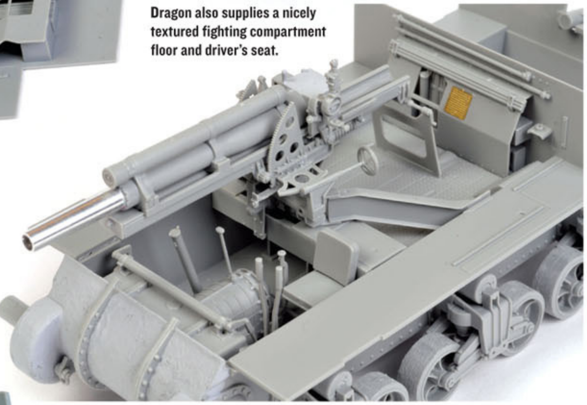
Gun detail is excellent but I would suggest that the wheels and optics are left off until close to completion. I managed to knock most of these delicate protrusions off in subsequent handling, assembly and painting.



The transmission, final drive housing, drive shaft and controls have been glued into the bottom of the hull. The lower hull part was slightly warped in my kit, resulting in some complications further down the track.

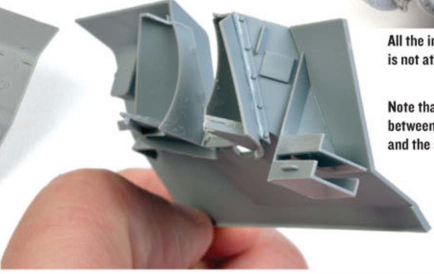


Dragon also supplies a nicely textured fighting compartment floor and driver's seat.



All the interior elements are being test-fitted here. Note that the gun shield is not attached to the gun.

Note that there is no gap between the gun shield and the superstructure.



In fact, I decided to glue the gun shield directly to the inside surface of the front superstructure. I referred to several reference photos to work out the relationship between the gun shield and the superstructure.

BASIC CONSTRUCTION

I started construction with the suspension units. These were entirely trouble free. The tyres on the road wheels and the idler wheel were scuffed using a coarse sanding stick. This had the additional benefit of eliminating the tiny seam around the circumference of each wheel. Once the six units were assembled, they were attached to the lower hull.

At this point I realised that something was amiss. The vehicle would not sit on all twelve wheels at the same time. When one side was level, a couple of wheels on the other side would lift. On closer examination I saw that the lower hull was warped. Careful twisting of the part helped a little, and I hoped that the later installation of the rear hull plate and fighting compartment rear bulkhead would correct the remaining warpage. As it turned out, it didn't; but the flexible tracks offered sufficient margin for error that the model sat pretty much flat when it was finished.

I have never seen a warped hull on a Dragon kit before, so I am confident that this was a one-off problem.

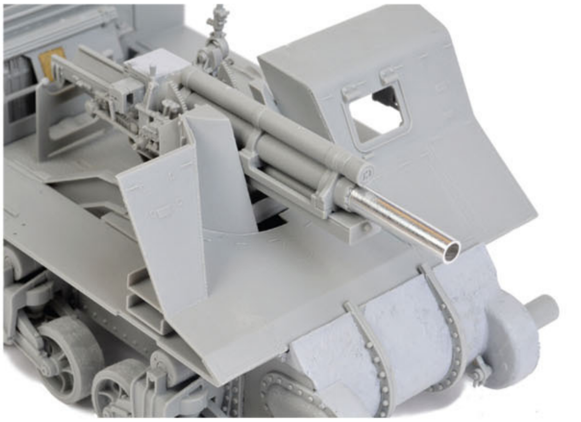
Apart from the mislabelled parts and vague placement diagrams in the instructions, the balance of the hull interior was finished quickly and simply.

The 105mm gun was another matter altogether. It is beautifully detailed but the instructions are not very helpful. A picture tells a thousand words, so check out the accompanying construction photos and captions to get a better idea of where the parts should actually go.

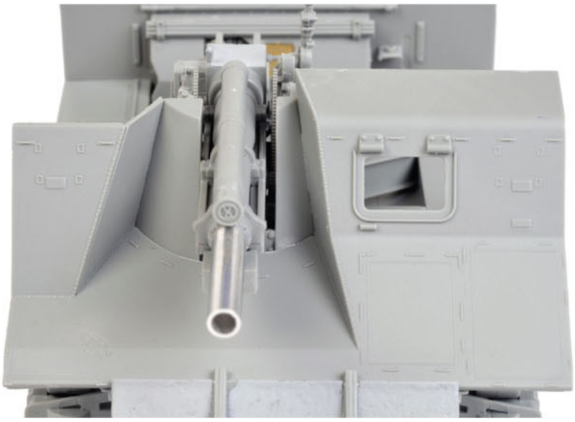
In a classic case of "do as I say, not as I do", however, I would recommend that the main gun rail (Parts A13/A14 and A42/A43) is not cemented into the elevation mechanism (Parts A28 and A41). With the gun rail trapped between Parts A28 and A41 without cement, the gun should be able to elevate when complete.

Similarly, do not cement the gun rail to Part C2. Instead, Part C2 should be trapped without cement between the gun rail halves. This should permit free traverse. The other complication with the gun traverse mechanism is that if you glue the gun at 90 degrees to Part C2 (as I did), the barrel will actually be offset by a few degrees to the right when it is installed in the vehicle.

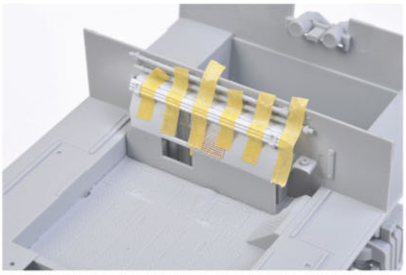
In my opinion, the sequence in the instructions is back the front too. In future, I would trap Part C2 between the halves of the main gun rail first, and then trap the assembled main gun rail between Parts A28 and A41. ▶

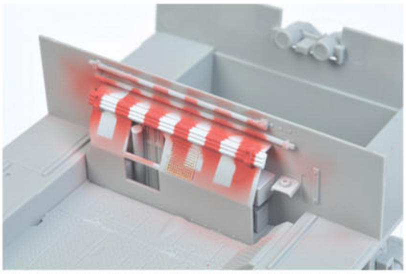


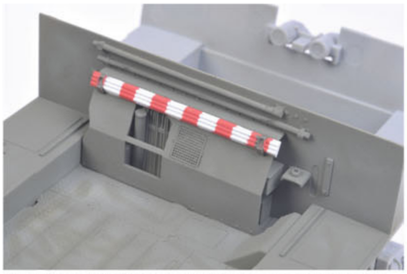
The relationship between the gun shield and the gun itself looked sensible when the superstructure was test fitted to the lower hull.



At this stage, it became clear that the gun is slightly traversed to starboard when assembled per the instructions. This was not a particular problem, but would have been helpful to know beforehand.


The first parts to be painted were the sighting poles. First they were sprayed white, then they were masked with Tamiya tape.


The next coat was Flat Red. With the tape removed, the effect is unconvincing!


Ah, that looks better. The red and white poles were masked and the interior was painted with a 50/50 mixture of Tamiya XF-22 RLM Grey and XF-51 Khaki Drab.

GUN SHIELD

The gun shield, Parts C25, 26, 27 and 28, caused me more anguish than any other aspect of the build. In fact, I came close to abandoning the model a couple of times as I just could not figure it out.

In particular, I could not find any positive points to attach the gun shield directly to the gun.

I referred to several reference photos to establish the relationship between the gun shield and the superstructure. I patiently tried every possibility that I could think of, but the shield either sat too high, or too low, or was lopsided, or too far back, or too far forward. After exhausting every configuration, I finally decided to glue the gun shield directly to the inside surface of the front superstructure.

With heart in mouth, I test-fitted the combined front superstructure and the shield to the mounted gun. It clicked into place – huzzah! Of course, gluing the gun shield to the superstructure meant that the gun would not traverse, but I had already fixed the gun to the mount in any case.

CONSTRUCTION CONTINUES

With most of the interior elements glued in place, the superstructure front was glued to the model, followed by the two large side panels. Fit at the most critical area, the join with the edges of the front panel, was close to perfect. The fit at the back of the hull was less than stellar due to the lower hull warpage, but the parts were secured with only minimal persuasion after the glue on the front joins had set.

I painted the spare ammunition racks but did not install them at this stage. The yellow band decals for the ammo tubes were applied over a glossy coat of Future floor polish.

I wanted to emphasise the cast texture of the transmission / final drive housing. This was achieved with a thick stippled coat of Tamiya Surfacer. With the loss of the subtle kit casting numbers, I added more from Archer Fine Transfers and from Slaters Alphabets.

The next challenge was the installation of the muffler pots. Once again, this was no fault of the moulding but of the instructions. The illustration in the instructions implies that the pots should be glued directly to the rear hull. They should not. Instead, first assemble the muffler pots. You will find that the two small locating pins on one side of each muffler pot line up perfectly with two small locating holes on the inner faces of Parts D14 (left side) and D15 (right side). Glue the pots to these parts, and then attach Parts D14 and D15 to the back of the hull. This revised sequence is also covered in the accompanying construction photos.

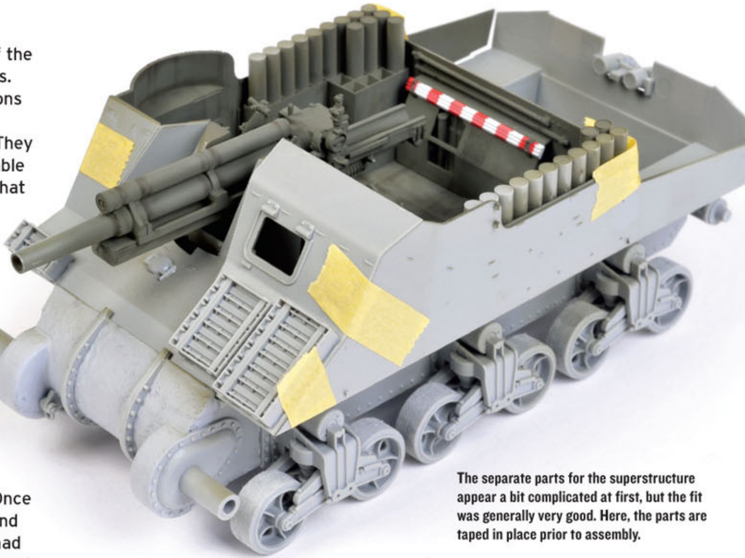
Only details remained now. Once I had figured out that the left and right mudguard part numbers had been reversed, I cut down the front pieces and glued them in place.

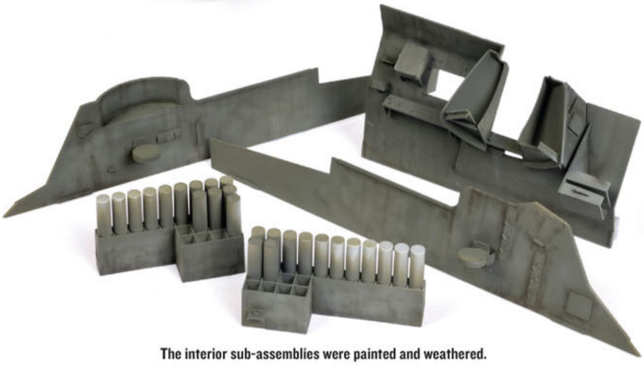
MOUNTING TENSION

Dragon's full-length flexible DS tracks are a modern marvel. They are beautifully detailed on the inside and outside faces, and even the edges feature authentic track connector detail. For vehicles like the Sherman tank and the M7 Priest, with their tensioned "live" tracks, DS tracks are perfect. The only problem in this instance is that the tracks are around two links too long on both sides and there is no mechanism on the model to adjust track tension.

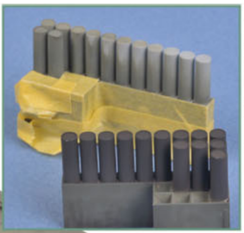
The two end links were therefore cut from the end of each length. A sharp hobby knife was used to carve out a recess in the end of the shortened tracks to accommodate the joining tab. Plain old Revell Contacta plastic cement was applied to each joining surface and the tracks were clamped while the adhesive set. Much to my surprise, the join was strong and the surgery was not obvious.

A minor case of floating track was addressed with a spot of cement on top of one return roller and a toothpick to hold the offending track in place as the glue dried.

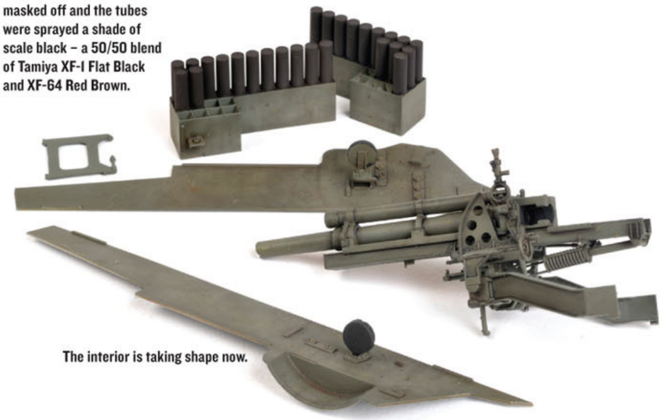

The separate parts for the superstructure appear a bit complicated at first, but the fit was generally very good. Here, the parts are taped in place prior to assembly.


The interior sub-assemblies were painted and weathered.

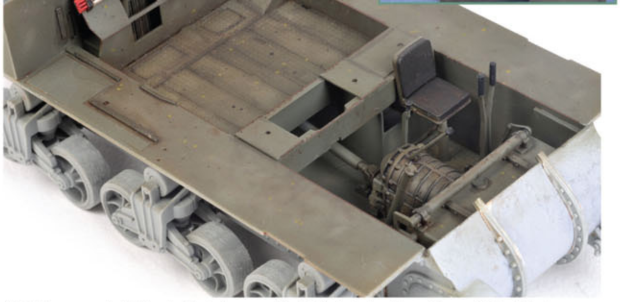
A paler version of the already pale Olive Drab mix was prepared and sprayed to highlight areas of the interior and the gun.



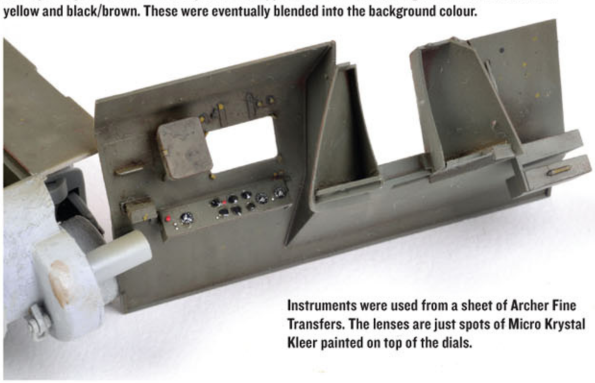
Dragon's approach to the ammo tubes was to mould them with the racks in a single piece. The racks were masked off and the tubes were sprayed a shade of scale black – a 50/50 blend of Tamiya XF-1 Flat Black and XF-64 Red Brown.



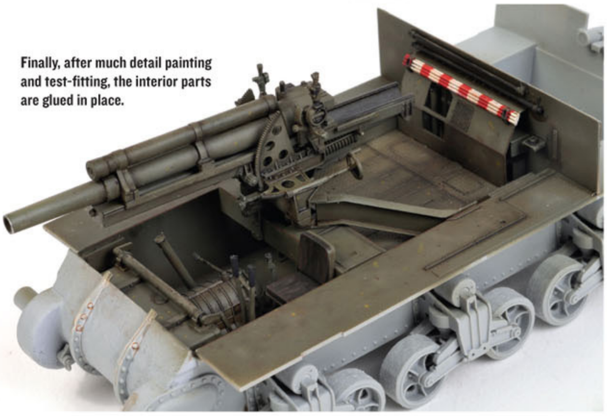
The interior is taking shape now.



A fairly heavy wash of thinned oil paints was applied to the interior, along with small dots of dark yellow and black/brown. These were eventually blended into the background colour.



Instruments were used from a sheet of Archer Fine Transfers. The lenses are just spots of Micro Krystal Kleer painted on top of the dials.



Finally, after much detail painting and test-fitting, the interior parts are glued in place.

TARPAULIN FEVER

Until now, I have been a dyed in the wool Milliput man. It is a marvellous two-part epoxy putty that is perfect for creating weld beads and basic shapes. A talented sculptor can work magic with this stuff.

I, on the other hand, have never had much luck in forming thin sheets of Milliput for tarpaulins, packs, sandbags and the like.

Two factors spurred me into making more of an effort to actually create some tarpaulins for this model. Firstly, I have long admired Steve Zaloga's modelling, and noted that he used a different putty called Kneadatite Blue-Yellow Epoxy Tape.

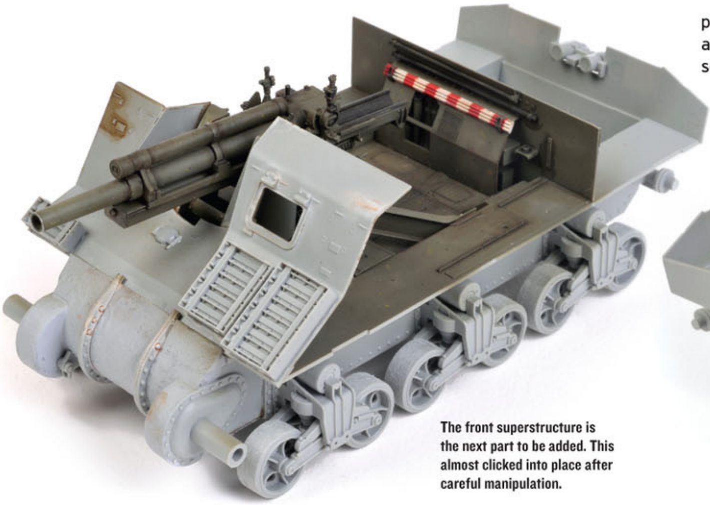
My second source of inspiration was Luke Pitt's article on making flags, packs and rolls in Issue 58 of Model Military International.

Armed with a determined attitude, some tips from Luke and the new putty, I set to work.

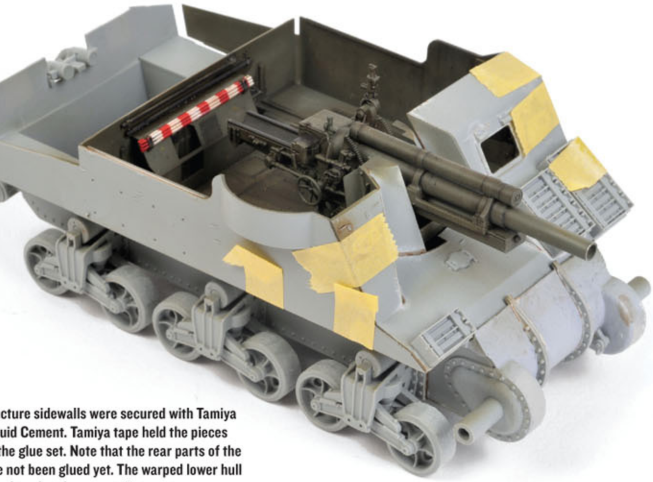
Kneadatite two-part epoxy putty comes in a blue and yellow strip. When the parts are sufficiently blended, it becomes an even shade of green. When mixed, Kneadatite feels quite stiff compared to Milliput. It is also shinierand has a harder surface.

I rolled and rubbed the two parts together between my fingers and palms until the colour was a solid green.

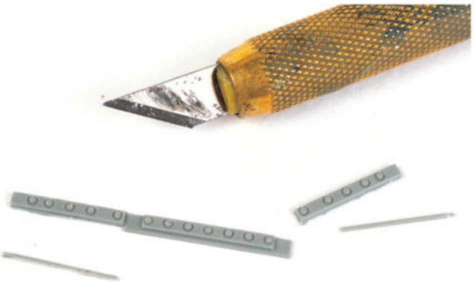
I pushed the epoxy ball onto a sheet of greaseproof baking paper. A few drops of water were sprinkled onto the green blob, then I brushed some water on a small glass jar. The jar acted as a rolling pin. I rolled the jar firmly over the blended putty, the peeled it off, damped it down and repeated the process until I was happy with the size and the thickness of the epoxy sheet. I was surprised and pleased to see how thin the sheet was. The epoxy sheet was now trimmed into a rectangle by pressing down with the edge of ▶



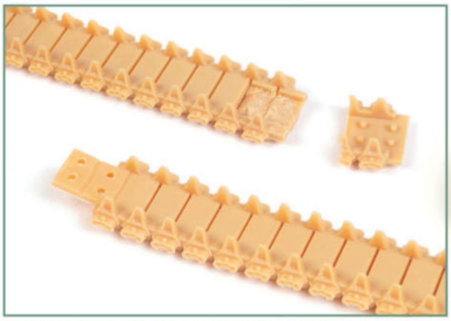
The front superstructure is the next part to be added. This almost clicked into place after careful manipulation.



The superstructure sidewalls were secured with Tamiya Extra Thin Liquid Cement. Tamiya tape held the pieces in place until the glue set. Note that the rear parts of the sidewalls have not been glued yet. The warped lower hull meant that I had to glue these parts in two stages.

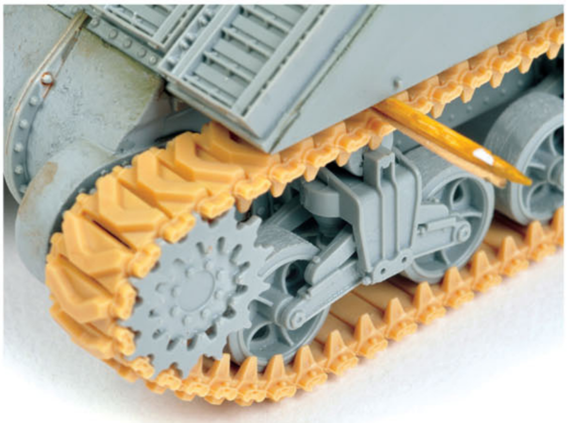


I could not get Part B43, the bolted strip at the top of the final drive housing, to fit per the instructions. I therefore cut it into two parts and trimmed off the fine ridges on the bottom of each side segment.

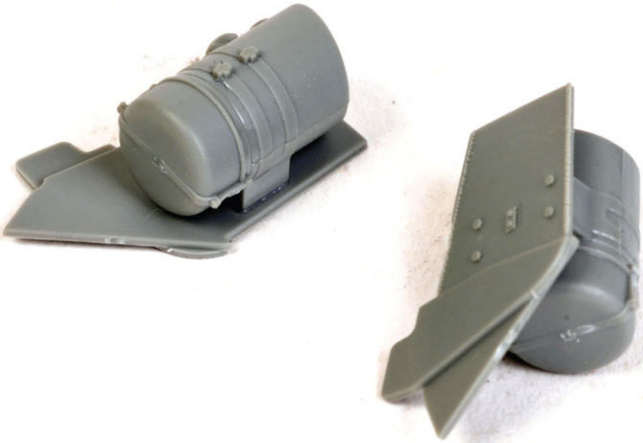


The flexible tracks are too long by two links. The two end links were cut from the end of each length. A sharp hobby knife was used to carve out a recess in the end of the shortened tracks to accommodate the joining tab.

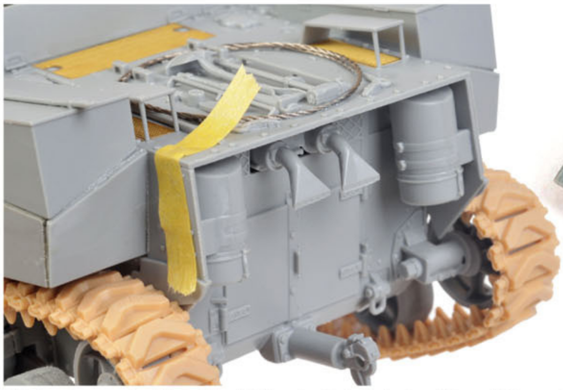
Regular Revell Contacta plastic cement was applied to each joining surface and the tracks were clamped while the adhesive set. Much to my surprise, the join was strong and the surgery was not obvious.



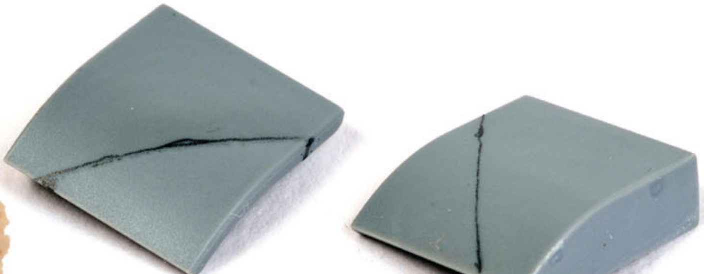
A minor case of floating track was addressed with a spot of cement on top of one return roller and a toothpick to hold the offending track in place as the glue dried.



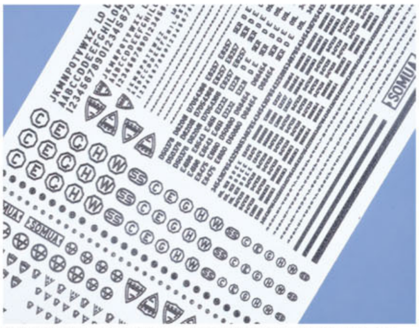
The instruction sequence for attaching the muffler pots to the rear hull is wrong, or at the very least misleading. The pots should first be glued to D14 and D15. There are matching locating pins and holes for a positive fit.



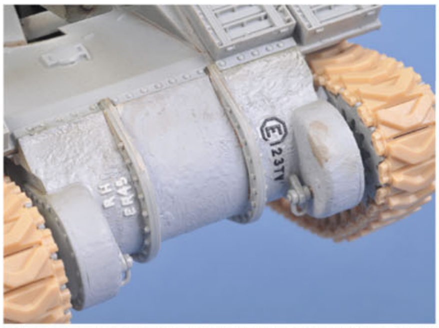
With the pots now on board, Parts D14 and D15 are glued to the back edges of the rear hull.



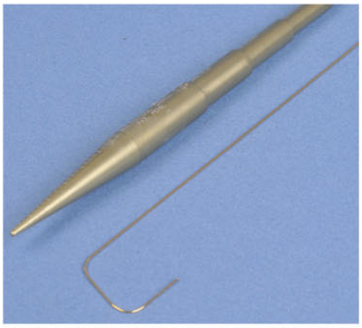
The front mudguards were marked, cut diagonally and the edges thinned with a sharp hobby knife before being fitted.



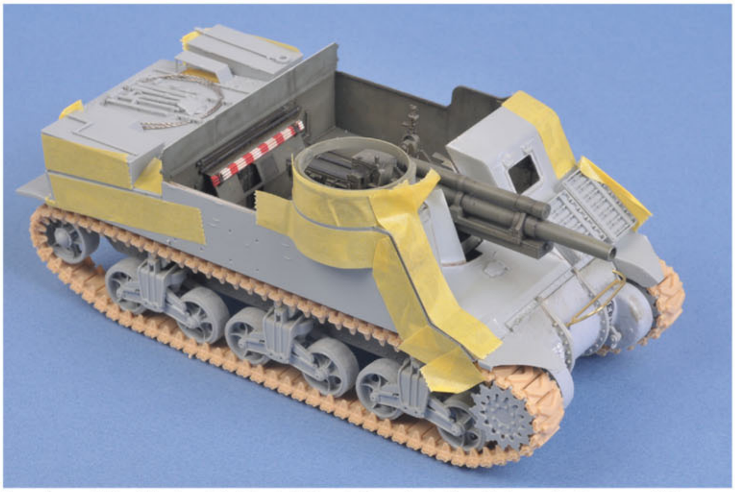
Archer Fine Transfers offer a number of raised surface detail sets as waterslide decals. Set #17 includes casting marks. These were applied to the driver's side of the transmission housing.



This simple method of adding raised detail is quite effective. I used some of my rapidly dwindling supply of Slaters Alphabets letters on the other side of the transmission housing, as I was interested to see how they compared.



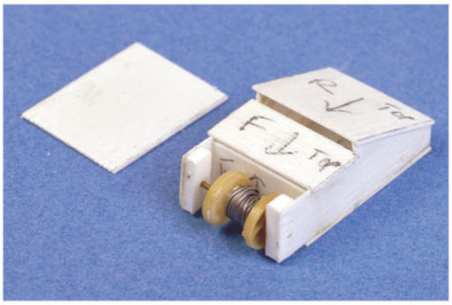
My Mission Models Multi-Tool was used to bend Albion Alloys brass rod into the shape of various peculiar and asymmetrical stowage racks.



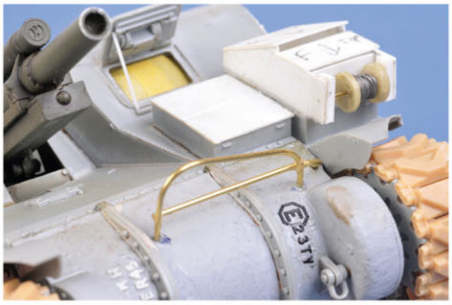
Dragon has moulded weld beads onto the kit parts, but I wanted to emphasise these. Tamiya masking tape was applied as a guide for the soon-to-be-applied Milliput weld beads.

CAUTION Sharp blade
THE CHOPPER
by NorthWest Short
NWSL
R Top
F Top
BASE
F

"The Chopper II" is a really useful tool for anyone planning to make their own scratch built parts. In this case, I am cutting up the parts for the field telephone box from plastic sheet and strip.

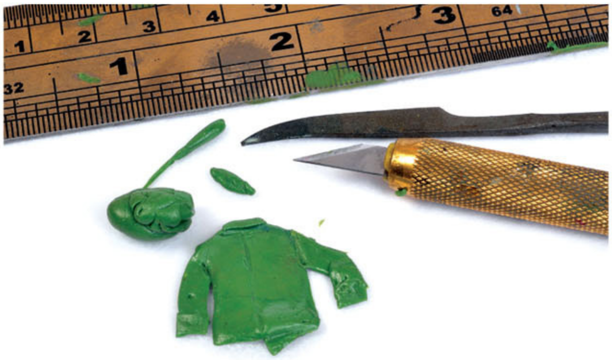


The box has a cable reel attached to the front. The second grouser box has a wooden cover on top. This was also cut from plastic sheet.

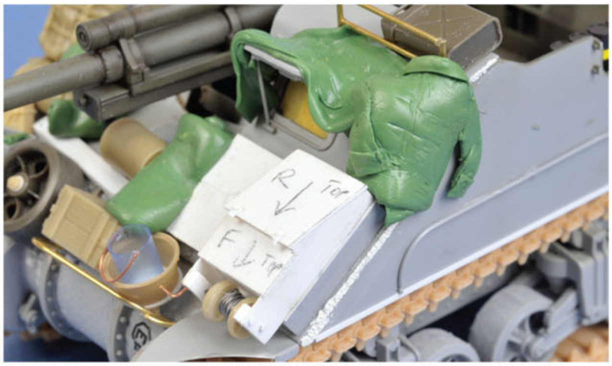


The brass rack, field telephone box and grouser box cover have all been glued in place. A prop for the driver's visor has been added from plastic rod.

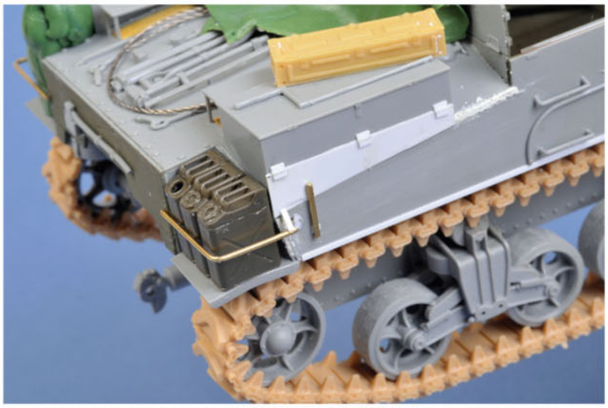
Who would win in a fight? A small plastic tub or a rolling office chair? Only one way to find out...



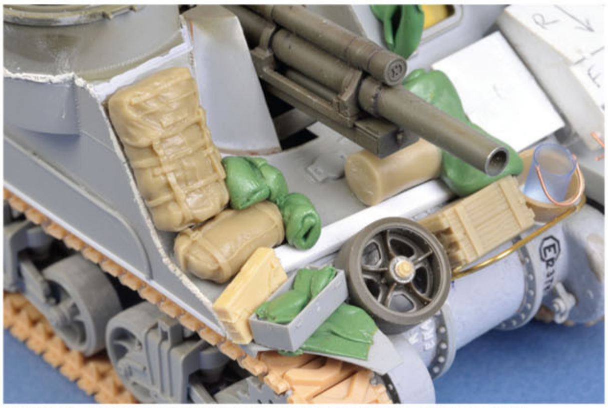
Kneadatite is an ultra-fine two-part epoxy putty tape. I roughly shaped an American uniform jacket to drape over one corner of the vehicle.



Kneadatite was also used to roll out several thin tarpaulins. Kneadatite is the ideal product for this challenging task. Note the sloppy new weld bead made from Milliput in this photo too.



One reference photo showed this interesting arrangement around the rear stowage bins. This was probably a field-improvised door to take advantage of empty space under the stowage bins.



A couple of small packs, rags and miscellaneous stowage were also formed from Kneadatite. These supplemented a few resin packs from an old Verlinden update set. A strip of plastic represents a wooden plank underneath the clutter.

◀ a steel ruler. The edge of the ruler was also damped down to make sure it did not stick to the putty.

The result was a thin and very flexible rectangle of epoxy.

Next, I placed a plastic box on the rear deck of the Priest and draped the thin epoxy sheet over the top of it. The epoxy settled down beautifully over the box and the rear deck, draping into natural looking folds. I used a soft damp brush to encourage the epoxy into areas where it did not conform by itself.

I was so encouraged by the result that I made another tarpaulin, an ID panel, a big duffel bag, several small packs and rolls, and even an empty American uniform jacket to drape over the front edge of the model.

The stowage and rack arrangement for the model was based on an interesting photo sent to me by my esteemed colleague, Marcus Nicholls. This photo showed a couple of peculiar asymmetrical racks on the front of the vehicle, plus boxes, packs and tarpaulins. One of the boxes appeared to house a field telephone. This was scratch built from plastic card.

Plastic card was also used to modify the rear stowage bins.

ALMOST A CONCLUSION...

Although it is probably customary to wait for the final instalment to write a conclusion, I think it is important to say a few words as construction comes to a close.

My article has focussed on problem areas, but this should not be taken to mean that this is a bad kit. On the contrary, Dragon's 1:35 scale M7 Priest is a terrific model. It has a relatively modest parts count, it is accurate, cleverly engineered and the fit is generally excellent. It looks great when it is finished too.

Almost all of the challenges encountered here have been due to errors in the instructions.

I find it remarkable that Dragon has come so far with their products yet they are reluctant to walk that last mile; to take the extra time and effort to make sure that their instructions are correct.

With less than 300 parts, Dragon's M7 Priest should be within the skill level of the average modeller. Overhauling their instructions might be the last hurdle remaining before Dragon moves to a new level. ■

Modelspec

Dragon 1:35 scale M7 Priest Mid Production
Kit No. 6637

Accessories Used

Verlinden M10/M36 Stowage Set. (1821)
Academy Allied and Axis Tank Supplies Set 1. (1382)
Tamiya Jerry Can Set. (35026)
Ultracast Ammunition Box
Archer Fine Transfers - AR35200 Vehicle Nicknames; AR35051W US Registration Codes; AR35023 US Vehicle Stars; Surface Details #17
Slaters 1.5mm Alphabets. (1101)

Tools and Materials

Albion Alloys - 0.8mm Round Brass Rod. (BK3M), .030" x .030" Brass Strip, .020" Brass Rod. Tamiya Extra Thin Liquid Cement, Revell Contacta Cement, Selley's Super Glue, Evergreen plastic sheet, Kneadatite Blue-Yellow Epoxy Tape, Milliput White two-part epoxy putt, Micro Krystal Kleer, Tamiya Surfacer, Tamiya 10mm Masking Tape, Waldron Punch and Die Set, Mission Models Multi-Tool (Small), NorthWest Short Line "The Chopper II", Iwata HP-CH Airbrush

Paints and Finishing Products

Tamiya Grey Surface Primer (Spray Can)
Tamiya Acrylics - XF-1 Flat Black; XF-2 Flat White; XF-22 RLM Grey; XF-49 Khaki; XF-51 Khaki Drab; XF-534 Dark Sea Grey; XF-59 Desert Yellow; XF-64 Red Brown; XF-78 Wooden Deck Tan.
Vallejo Model Color Acrylics - 70520 Matt Varnish; 70540 Matt Medium; 70873 US Field Drab; 70874 USA Tan-Earth; 70863 Gunmetal Grey; 70862 Black Grey; 70899 USA Olive Drab; 70893 US Dark Green; 70922 USA Uniform; 70953 Flat Yellow; 70957 Flat Red; 70988 Khaki
Gunze Acrylics - H20 Flat Clear
Winsor & Newton Oil Paints - 25 Lamp Black; 35 Raw Umber
Aerosol Hairspray
Mig Productions Pigment - P234 Rubble Dust
Vallejo Pigment - 73104 Light Sienna

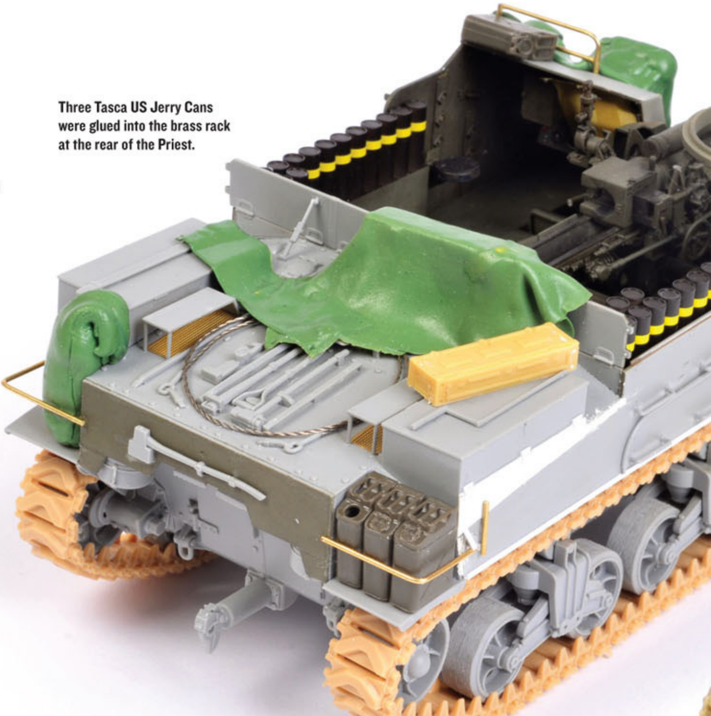
✓ Accurate; straightforward parts breakdown; well detailed; interesting subject.

✗ Misleading instructions; tracks too long as supplied; some oversimplification here and there.

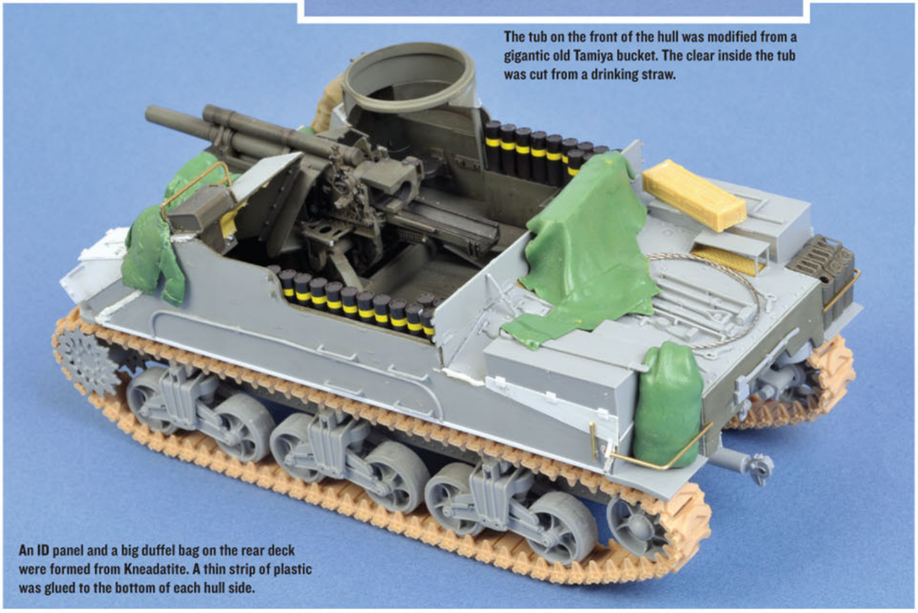
Available from

Dragon kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

Rating ●●●●●●●●○○



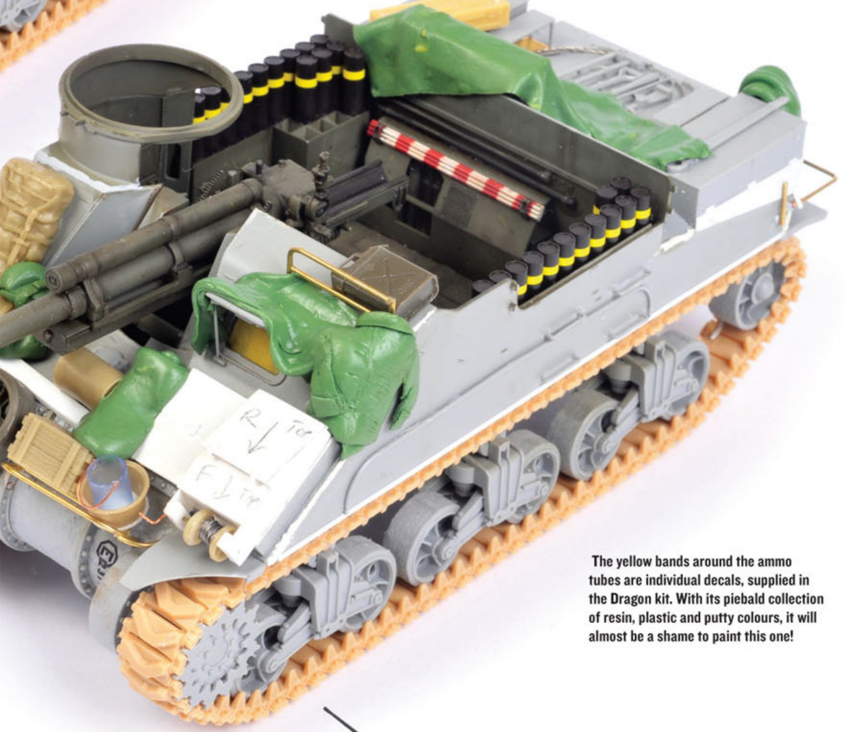
Three Tasca US Jerry Cans were glued into the brass rack at the rear of the Priest.



The tub on the front of the hull was modified from a gigantic old Tamiya bucket. The clear inside the tub was cut from a drinking straw.

An ID panel and a big duffel bag on the rear deck were formed from Kneadatite. A thin strip of plastic was glued to the bottom of each hull side.

> “Dragon’s 1:35 scale M7 Priest is a terrific model. It has a relatively modest parts count, it is accurate, cleverly engineered and the fit is generally excellent…”



The yellow bands around the ammo tubes are individual decals, supplied in the Dragon kit. With its piebald collection of resin, plastic and putty colours, it will almost be a shame to paint this one!

HOME RUN
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NEXT TIME:
Next time we will describe the painting and weathering of Dragon’s 1:35 scale M7 Priest.

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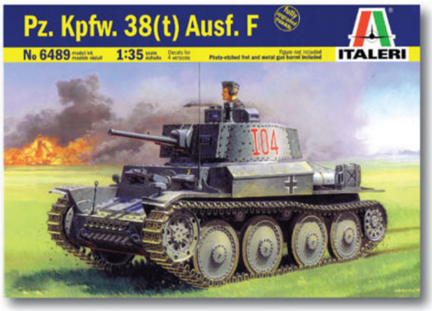
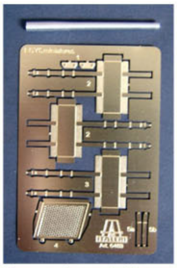
KIT PREVIEW *Italeri 1:35 scale Pz.Kpfw. 38(t) Ausf. F • Kit No. 6489*


Pz. Kpfw. 38(t) Ausf. F
No 6489
1:35
ITALERI
Photo-etched fret and metal gun barrel included

Graham Tetley checks out the contents of Italeri's current 1:35 scale Pz.Kpfw. 38(t) and finds plenty of new parts in the box.


The new photo-etched fret and turned metal gun barrel

RECONDITIONED TO A (T)

Once upon a time, Italeri's Pz.Kpfw 38(t) kit was the only game in town, but not so now.

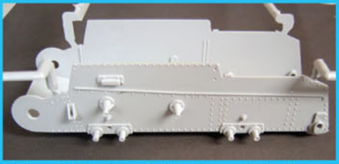
To keep up with the current standard, Italeri has re-vamped their old kit and now we have something that is about 75% new. One of the sprues, Sprue A, is similar to the original release but it has been extensively reworked. The hull tub now has plenty of rivet detail, some new parts have appeared, old ones cleaned up, while some others have been left the same. The kit even now includes a turned metal barrel, a small photo-etched fret, and new decals.

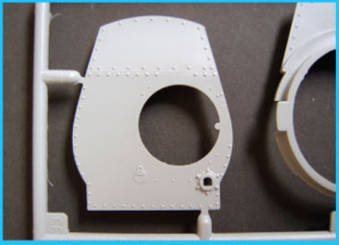
Gone are the awful, vinyl full-length tracks and now we have link and length replacements. The engine deck has been slightly revised but not to the extent that its hatches can be posed open. What we do get, however, is an etched part for the grille instead of the old, crude, plastic one. Everything has more detail than the original kit, but the instructions still remain crystal clear. The turret is better, plus the cupola has been changed to now allow the hatch to open at the 5 o'clock position. A rudimentary interior has been provided which will be more than sufficient when viewed through the hatches that can be opened.

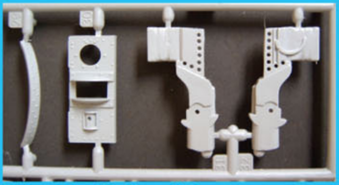
The lower hull, whilst more detailed, still retains its same basic dimensions. It is a few millimetres longer than the Dragon and Tristar kits, but about the same in height. The turret is longer and slightly wider, with the road wheels being larger than both the Dragon and Tristar kits.

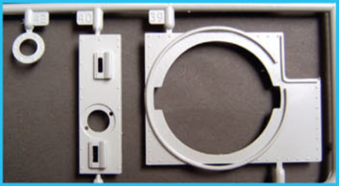
Having said that though, Italeri has given us a very reasonably priced model that is ideal for perhaps 90% of builders out there. Not everyone wants 700 parts, individual link tracks and masses of etched brass. It looks like a 38(t) and can be assembled quickly. For that it would be a great purchase for someone new to the hobby, or for someone who wants to experience link & length tracks and etched brass for the first time.

For that, I have to give it a highly recommended. ■

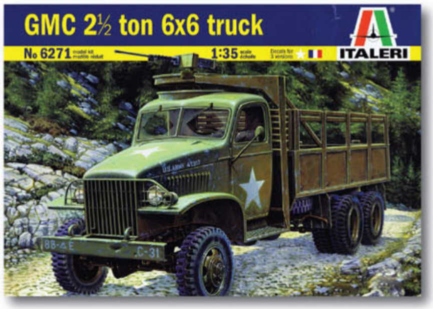

The lower hull has been significantly reworked, and now includes plenty of rivet detail.


The top of the turret has been replaced with a new part.

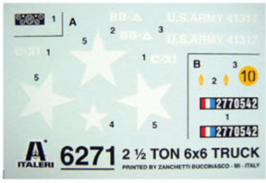

Gun breech detail has been added.


New parts have been tooled for the hull too.

KIT PREVIEW *Italeri 1:35 scale GMC 2.5 Ton 6x6 Truck • Kit No. 6271*



The contents are familiar, but they are still very nice after all these years. **Graham Tetley** explains.



Markings for two trucks are provided.

AN OLDIE BUT A GOODIE

Sometimes old isn't necessarily bad. This re-release from Italeri has been around since the mid-1970s but is still very presentable.

Italeri's 1:35 scale GMC cargo truck consists of 177 olive drab parts plus 7 clear plastic parts for the windows and headlights. Detail in the main is sharp and crisp. It has held up well for its age in that there no flash is present on my example, although there are ejector pin marks on some visible surfaces. The instructions are clear and uncluttered, and marking are provided for one US Army vehicle, 1944, and a French Army machine from 1976.

The suspension isn't moveable and surgery will be required if you want to depict the vehicle on anything but a flat surface. Alternative parts are provided to give you a truck with or without a winch, plus parts to show the windscreen open or closed.

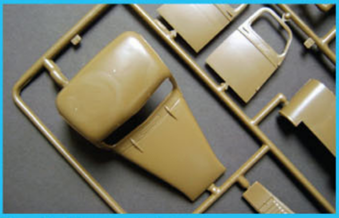
The sculpting of the figure provided in the kit is best described as wooden so you may want to replace it. The cab interior is well represented, although for its assembly I would recommend gluing the engine grills to the floor pan before fitting the upper cab body. Worthy of mention for its age is the front grille – superb!

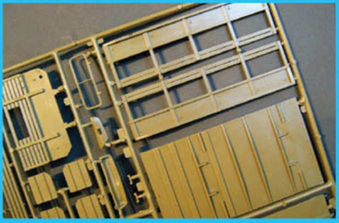
No stowage is provided in the kit, but there are plenty of accessory sets out there with which you could fill it. Topping it off is the pintle mount and the .50 cal Browning. This part is showing its age and is best replaced.

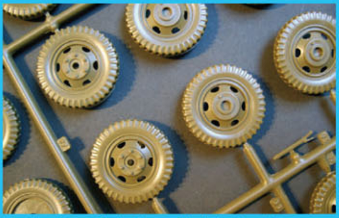
In conclusion, we have a kit here that has stood the test of time. You get a good, sound representation of the GMC truck that also leaves open the option for further detailing if you so wish. It is crying out for that cargo bed to be filled, but this is an inexpensive and good value model with which to do that Red Ball Express diorama.

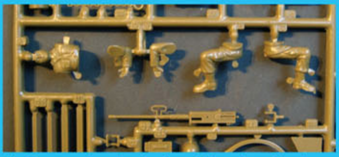
Recommended without reservation. ■

Thanks to Italeri for the sample
www.italeri.com


The cab includes separate doors.


The cargo tray is free from distortion.


The wheels are al injection moulded plastic and very nicely done.


The figure, on the other hand, would best be replaced.

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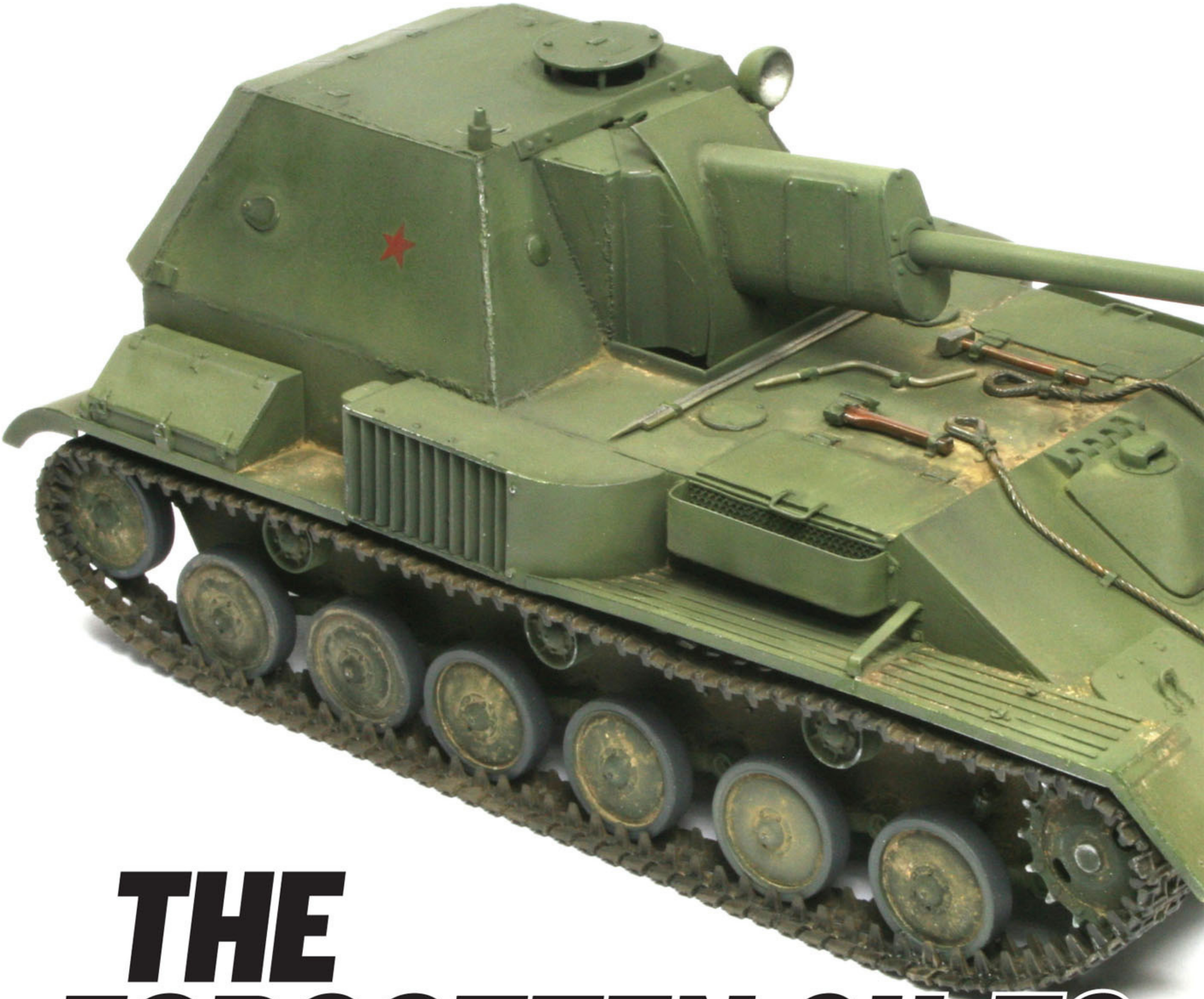

THE FORGOTTEN SU-76

Ian Robertson converts MiniArt's 1:35 Su-76M into an Su-76 using mainly Evergreen plastic sheet and strip styrene.

Many WWII armour modellers are surprised to learn that the Su-76 self-propelled gun series placed second only to the T-34 in terms of Soviet production numbers during WWII. Despite this impressive statistic, the subject has remained relatively unknown to modellers, at least until MiniArt's 1:35 scale Su-76M hit the scene early in 2008.

The Su-76M was the main production variant of the vehicle, with almost 11,500 produced during WWII, plus an additional 5,200 or so produced shortly thereafter, so it is understandable that MiniArt chose to depict this version.

The original production variant, the Su-76, remains ignored in 1:35 scale. Perhaps this omission should not be surprising. Starting in late 1942 only 560 Su-76s were built, and by July 1943 production had shifted to the redesigned and much improved Su-76M. Even so, despite its limited service, the Su-76 represents an interesting subject for Soviet armour enthusiasts, and a historically important precursor to the mass-produced Su-76M. Fortunately for modellers, converting MiniArt's Su-76M into a respectable Su-76 is relatively straightforward.

Despite having a similar chassis and sharing the same road wheels and tracks as the Su-76M, the Su-76 was a significantly different vehicle. Unlike the Su-76M, the Su-76 had a fully enclosed fighting compartment and an engine arrangement that featured two GAZ-202 truck engines mounted on the sides of the hull, each with their own troublesome transmission. By contrast, the Su-76M had an open fighting compartment and two GAZ-203 engines mounted in-line on the right side of the hull, powering a much more reliable drive train. Both vehicles featured a ZiS-3 76mm gun, but the positioning of the gun differed between variants. On the Su-76 the gun was mounted on the centreline, whereas on the Su-76M it was mounted left-of-centre and slightly forward on the hull.

StripStyrene
100
.010 x .020"
(0.25 x 0.5 mm)
10 Strips
Made in U.S.A.
evergreen scale models
Woodinville, WA 98072
StripStyrene
113
.015 x .060"
(0.4 x 1.5 mm)
10 Strips
Made in U.S.A.
evergreen scale models
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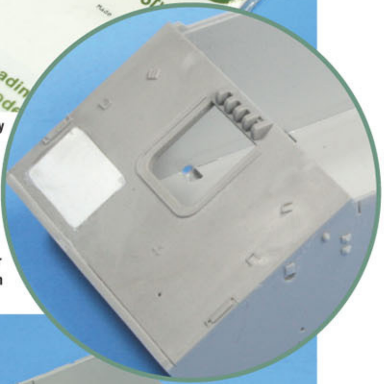
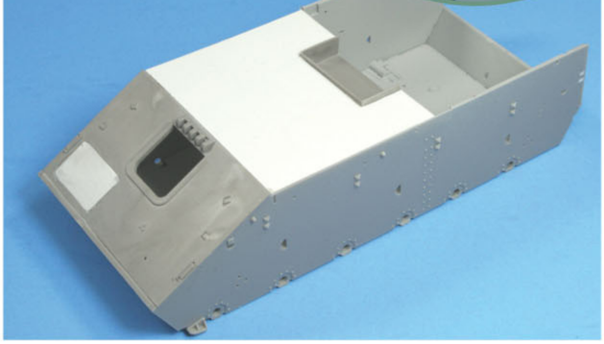
evergreen scale models
9009
PLAIN
.005" thick (0.13 mm)
3 Sheets
Sheet St
Model Railroading
Architectural Models
Hobby Models

The Su-76 conversion was accomplished primarily with the use of plastic strip and sheets.



The engine inspection hatch on the lower right side of the glacis was filled and later replaced with a smaller hatch on each side of the glacis.



The new deck above the engine compartment. The trough at the back of the deck was surgically removed from part #99 in the kit. Later I would add engine access hatches and tools to the deck.

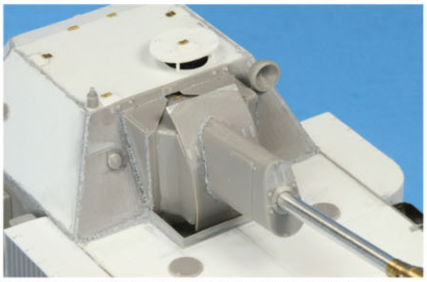
> **"The Su-76 self-propelled gun series placed second only to the T-34 in terms of Soviet production numbers during WWII...**

MINIART'S SU-76M

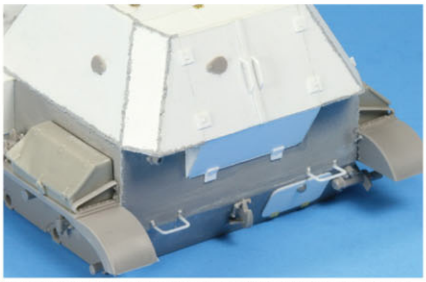
MiniArt's Su-76M kit is a major improvement over the old Alan 1:35 Su-76M kit (also released under Maquette and DML labels), which received unfavourable reviews because of its unreasonably thick plastic hulls sides and poor fit.

The MiniArt kit is finely detailed, requires only minor clean up of parts and fits well in most places. However, building it is not a walk in the park. The gun is complicated and difficult to assemble, and there are minor fit issues with the suspension and drive sprockets. The torsion bars for the road wheels do not attach properly to the hull until the notch at the base of the attachment stub is removed (see photo). These notches are holdovers from the MiniArt T-70 kit which shares the same suspension but slightly different hull design than the Su-76M kit. Also, for the drive sprockets to attach properly you will have to enlarge the hole on each drive housing.

Another annoying aspect of the kit is that the parts are not numbered ▶

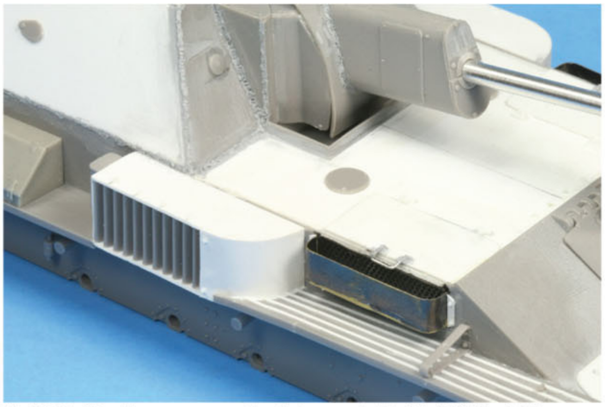


Front view of the fighting compartment superstructure and gun mount. The viewing port to the right of the gun has been replaced with a small round port cover, and the top edge of the gun shield has been straightened.

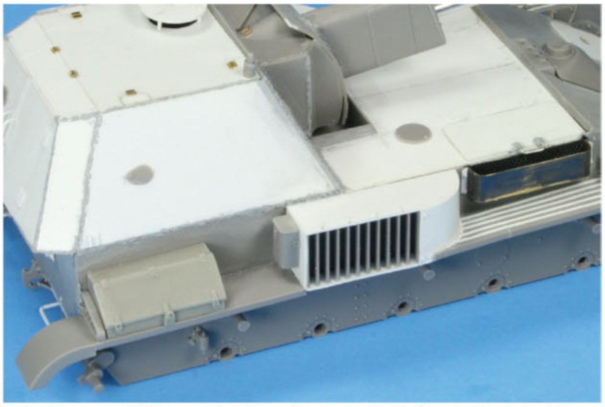


Details of the rear superstructure. The raised pistol ports were removed from the kit parts and installed on the conversion. Tamiya putty was used for the weld seams.

The simple geometry of the fighting compartment is evident in this view.



The slatted radiator air covers were a prominent feature on each side of the Su-76. Ahead of these covers were the smaller air intakes for the engines.



The fenders were modified to accept the radiator air cover on each side. The resin stowage box is from Royal Models.

on their sprues, so the modeller has to constantly flip back to the layout diagram in the instructions in order to locate pieces.

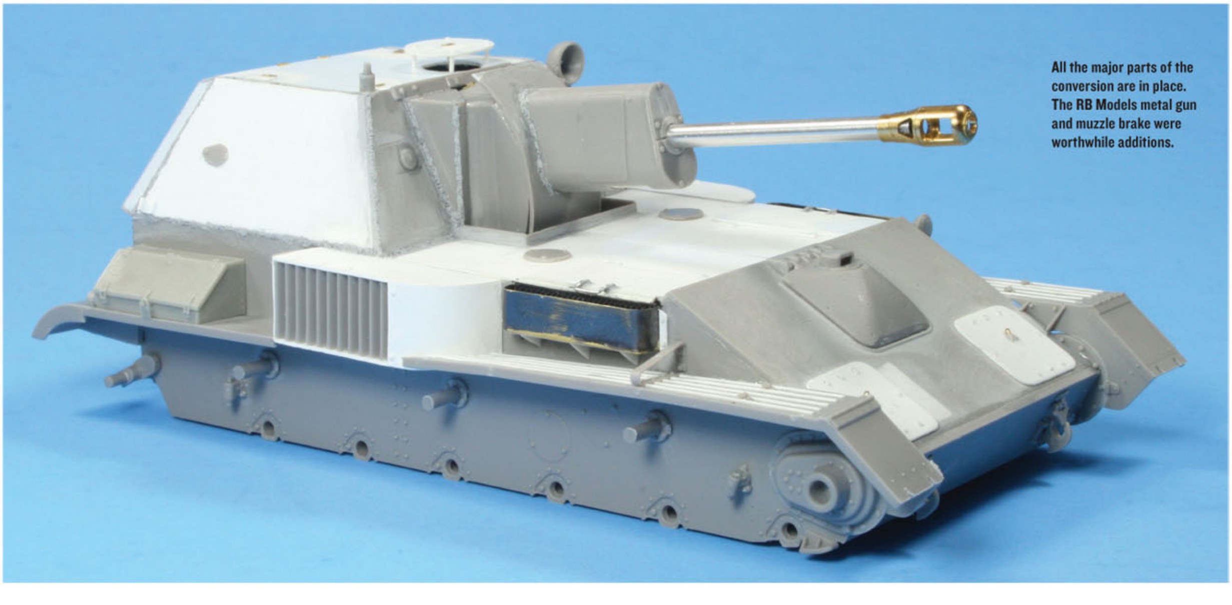
However, none of these shortcomings are game changers, and overall the kit stacks up well against mainstream manufacturers. Although aftermarket replacement parts are not essential, the completed model will benefit greatly from RB Models' metal gun barrel and muzzle brake. Metal tow cables are also a plus.

...AND NOW FOR THE CONVERSION

I used two MiniArt Su-76M kits for the Su-76 conversion, although one kit will suffice if you are up for some additional scratch building. The majority of the modifications were made using Evergreen sheet styrene and strip styrene. I also used photo-etched hinges and screens from my spares box, and a small amount of brass sheet. An indispensable resource throughout was Wydawnictwo Militaria's Tank Power #260 (Su-76/76M, ZSu-37) by Aleksander Czubaczin. This book, written in Polish with English subtitles, contains a number of clear photographs of Su-76s, most of which were taken during acceptance trials in spring 1943. The book also contains detailed plan views of the Su-76 in 1/35 scale, and diagrams showing the angles of the superstructure plating.

Although MiniArt's instructions begin with the gun, I started with the hull because this is where the conversion starts to take shape.

No changes were made to the main hull tub (part F). However, on the glacis (part 133) I used sheet styrene to fill the engine inspection hatch located on the lower right side. Two smaller hatches, made from sheet styrene, were later added to the left and right sides of the glacis. These hatch modifications reflect the engine configuration of the Su-76, i.e., an engine mounted on each side of the hull. The driver's hatch and periscope were left unmodified.



All the major parts of the conversion are in place. The RB Models metal gun and muzzle brake were worthwhile additions.

A piece of sheet styrene was used for the deck above the engine compartment. Because the gun on the Su-76 was positioned about 8 scale inches farther back than on the Su-76M, I lengthened the deck plate accordingly. The rectangular trough that sits below the gun shield (on both the Su-76 and 76M) was surgically removed from part #99 on the kit and installed on the new deck plate. Positioning the trough required careful planning because although the gun barrel on the Su-76 was centred along the midline of the hull, the gun was mounted asymmetrically (off centre to the right) to the gun shield and main gun assembly. To compensate for this asymmetry the trough had to be positioned off centre to the left on the deck plate. Once the trough was glued in place I added two engine access hatches made from sheet styrene, one on each side of the forward deck. Handles for the hatches were fashioned from wire. Hinges were made from styrene. Bolts and other panel details were added as per the schematics in the Tank Power book.

The enclosed fighting compartment was surprisingly straightforward to create. I started by modifying the front panel of the superstructure (kit part #24) such that the opening for the gun lined up with the trough that was added to the upper deck in the previous step. I then trimmed the sides of the front panel so that they were symmetric and properly angled on each side (25o from vertical according to the Tank Power book). The observation port to the right of the Su-76M gun (note: right refers to the driver's right) was removed and replaced with a smaller round port cover typical of the Su-76. Accurate positioning of the front panel is critical because the rest of the superstructure lines up behind it, and any errors would eventually become evident.

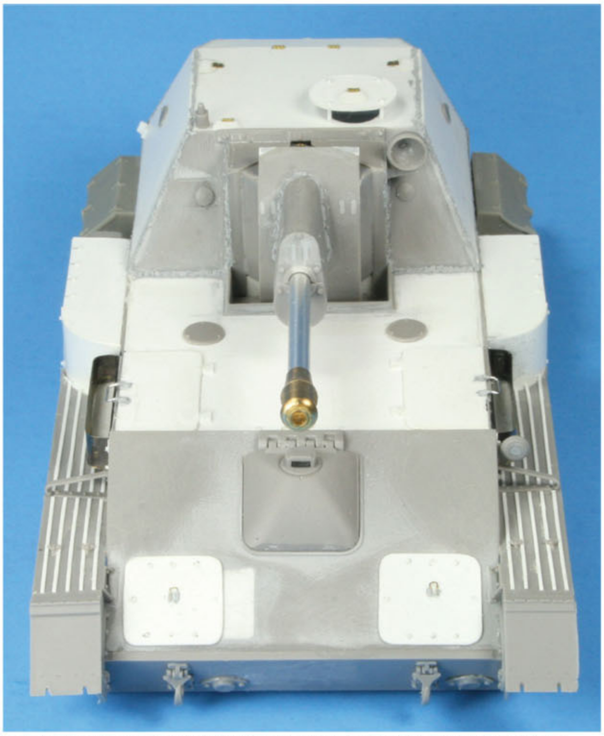
Once the front panel was glued in place, I shifted my attention to the gun assembly. I followed the kit's instructions for the most part, but left off extraneous details on the rear gun assembly because these parts would not be visible on the finished model. I replaced the kit's gun barrel and muzzle brake with metal parts from RB Models, and I modified the gun shield by straightening the top edge and deleting the U-shaped handles. The modified gun assembly was glued in place and anchored securely within the fighting compartment. A headlight was mounted high on the left side of the gun mount.

The remainder of superstructure construction required careful cutting and dry fitting of the fighting compartment walls. After referring to plans and measuring details on the model, I cut templates for the superstructure from paper card stock, trimmed as necessary, and then cut the finished shapes from sheet styrene. Each piece of the superstructure was taped in place to ensure proper fit before gluing. To the roof of the fighting compartment I added an oval ventilator cover made from sheet styrene and supported by styrene rods. Hinges, door handles, and hatches were added where appropriate. The pistol ports on the superstructure walls were reproduced by sanding the raised parts from the MiniArt kit and positioning them appropriately on the conversion.

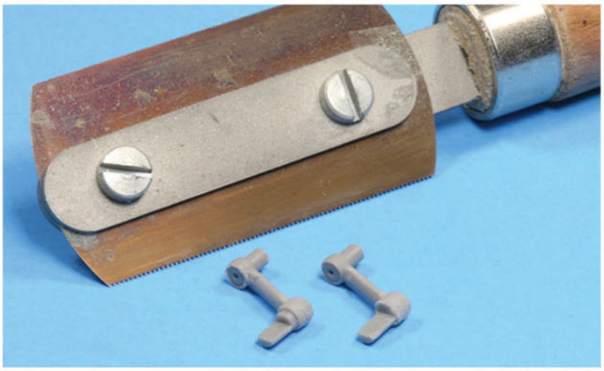
With the fighting compartment complete, I began work on the fenders and engine ventilation system. The large radiator air covers located midway on each side of the hull were constructed mainly from sheet styrene. For the vertical slats of the radiator I modified part #137 from the kit. However, because the kit includes only one of these parts, a second kit was needed. Of course, the less lazy among us could scratch build these slats from stock styrene, thereby lessening the need for a second kit (although the second kit was a source for other parts as well, including a portion of the revised fender).

Ahead of each radiator air cover on the hull was a smaller, screen covered air intake that matched the width of the engine compartment hatches located on the upper deck. I used thin brass sheet (cut from Eduard's 1:35 scale Panzer III Schurzen, but any similar material will do) to fashion the protective shield surrounding each intake. I selected metal over styrene because metal was better suited to making the rounded corners on the shields. The floor of the shield, as well as the various mounting brackets, were made from styrene.

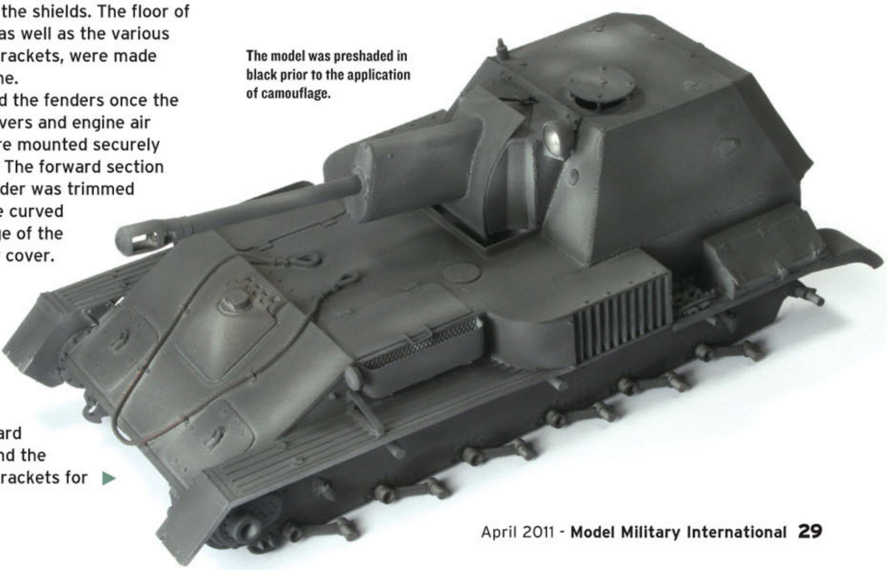
I installed the fenders once the radiator covers and engine air intakes were mounted securely on the hull. The forward section of each fender was trimmed to meet the curved leading edge of the radiator air cover. Five thin strips of styrene were glued in parallel rows on these forward sections, and the mounting brackets for ▶



Unlike the Su-76M, the gun on the Su-76 was mounted along the centreline of the vehicle. Note the asymmetric position of the gun on the gun shield, and the two engine inspection hatches on the glacis.



For the suspension to attach correctly to the hull it is necessary to remove the notch at the base of each attachment stub. This notch has been removed from the torsion bar on the right.



The model was preshaded in black prior to the application of camouflage.

◀ the fenders were modified to suit the Su-76. Shifting to the rear half of the vehicle, the left rear fender was cut to create a butt joint with the trailing edge of the radiator air cover. The rear fender on the right side of the vehicle was extended forward to meet the radiator air cover. Resin stowage boxes from Royal Models were added to the back of each fender. As a final touch, I added two spare track links between the stowage box and radiator cover on the left side. All told, the fenders on the Su-76, interrupted by those large radiator covers, had a rather awkward, makeshift appearance. This look is captured well in the model.

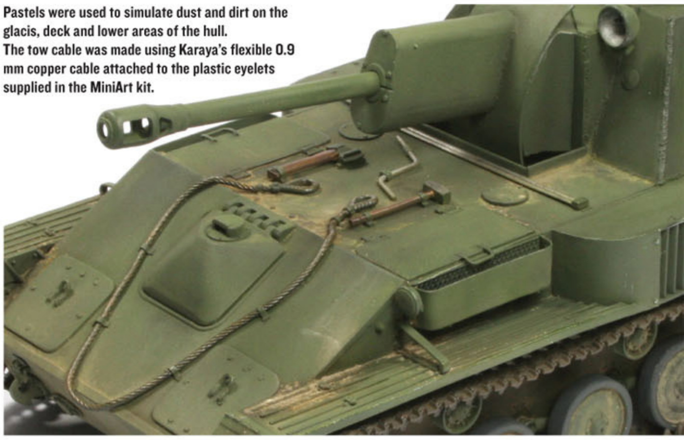
THE FINAL STRETCH

With the conversion details more-or-less complete I added the suspension arms for the road wheels (with modified attachment stubs, as described earlier) as well as the tow cable on the glacis plate. Strips of lead foil were used to make the clamps for the tow cable. I sprayed the entire model with Tamiya fine grey surface primer to unify the surface colour and reveal surface imperfections that would require filling and/or sanding prior to the application of camouflage. Once these details were addressed I pre-shaded the model with Polly Scale Black and then proceeded to paint the base camouflage - Tamiya XF-67 NATO Green" with a touch of XF-60 Dark Yellow. Subtle variations to the camouflage colour were applied to create shadows, highlights, and fading as desired. The road wheels were painted in a similar manner. I used Polly Scale Grimy Black for the rubber on the road wheels. Washes of Tamiya black (mixed with a touch of Tamiya Red Brown) were applied to recesses on the model to help pick out the details. SnJ metallic polishing powder was rubbed onto the teeth of the drive sprockets to simulate wear. A small red star decal was added to each side of the superstructure.

I added an assortment of tools on the deck above the engine compartment. The proper position of these tools is uncertain because most photos of the Su-76 were taken during acceptance trials, during which time the vehicles were devoid of tools. Photos of the Su-76 in combat are rare and lack sufficient resolution to determine where the tools were located. I opted to use the tools provided in the Su-76M kit and place them in positions that seemed reasonable.

Dust was added by brushing Weather System weathering pigments (Dust Bowl Brown and Weathered Brown, in various mixtures) onto the lower reaches of the hull and glacis. For areas with greater accumulations of dirt and dried mud, such as the rear hull, fenders and portions of the upper deck, I sprinkled the pigments onto the model and then ran liberal amounts of Tamiya X-20A acrylic thinner over them. As the thinner dried the pigments were cemented in position. This process was repeated until the desired effect was achieved.

The final step in construction involved the assembly and installation of the kit's individual link tracks. I painted the tracks Polly Scale Railroad Tie Brown, followed by washes of Tamiya XF-1 Flat Black and (highly thinned) Polly Scale SP Daylight Orange.

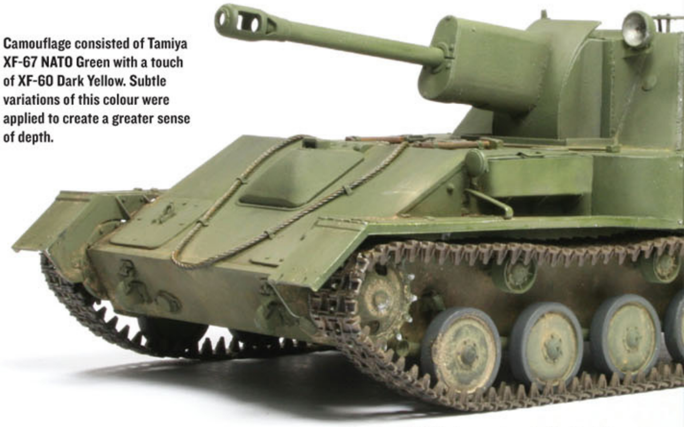


Pastels were used to simulate dust and dirt on the glacis, deck and lower areas of the hull.
The tow cable was made using Karaya's flexible 0.9 mm copper cable attached to the plastic eyelets supplied in the MiniArt kit.

Fitting the tracks to the model proved challenging because of the poor fit of the drive sprockets, and the tight space between the drive sprocket and fender on each side. However, after considerable fiddling and several choice words the challenge was met and I was left with the satisfaction of having a 1:35 Su-76 on my shelf.

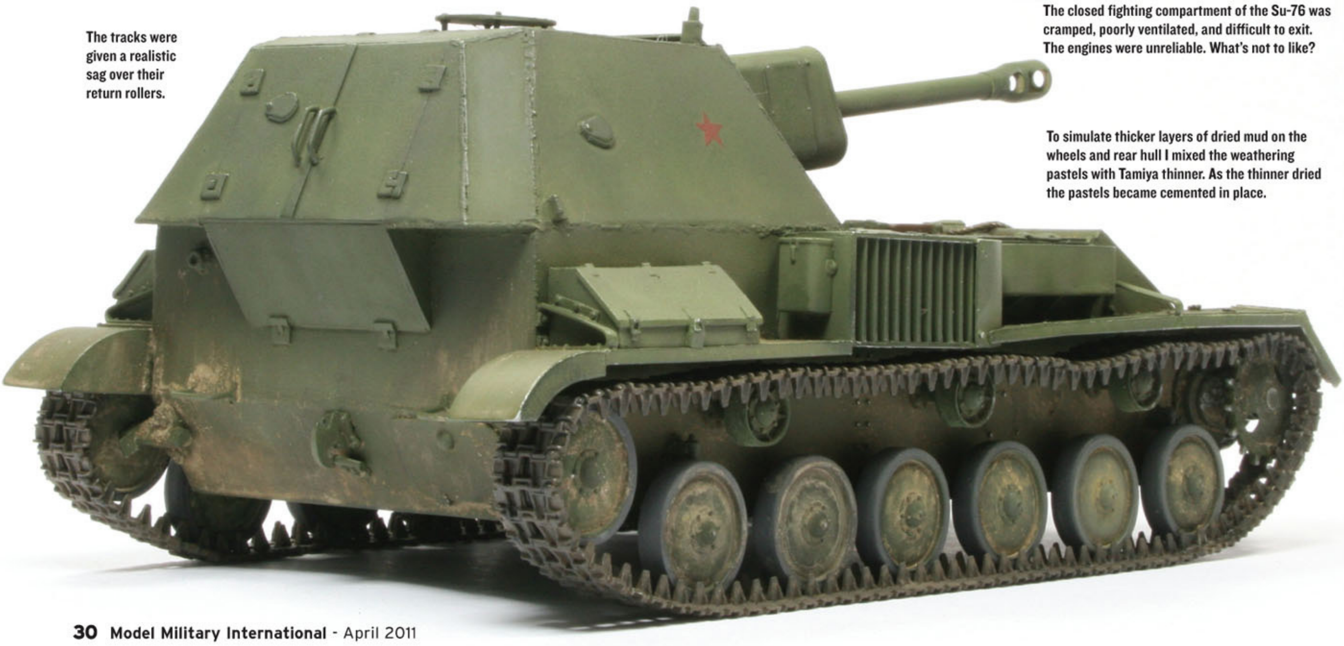
CONCLUSION

Enthusiasts of Russian WWII armour, as well as modellers wanting to attempt a relatively straight forward yet involved conversion, should seriously consider tackling the forgotten, or at least largely ignored, Su-76. ■



Camouflage consisted of Tamiya XF-67 NATO Green with a touch of XF-60 Dark Yellow. Subtle variations of this colour were applied to create a greater sense of depth.

The closed fighting compartment of the Su-76 was cramped, poorly ventilated, and difficult to exit. The engines were unreliable. What's not to like?



The tracks were given a realistic sag over their return rollers.

To simulate thicker layers of dried mud on the wheels and rear hull I mixed the weathering pastels with Tamiya thinner. As the thinner dried the pastels became cemented in place.

Modelspec

MiniArt 1:35 Su-76M **Kit No. 35036**

Accessories & Conversion Materials

RB Models ZiS-3 gun (item No.35B93),
Royal Models stowage set (item No.577),
Karaya 0.9mm copper tow cable (item No.TCR3504),
Evergreen styrene (various sizes),
Heki savanna grass matt (item No.1574)

Paints & Weathering Materials

Tamiya Primer: Fine Grey Surface Primer
Tamiya Acrylics: XF-67 Nato Green, XF-60 Dark Yellow
Polly Scale Acrylics: Black, Grimy Black, Railroad Tie Brown, SP Daylight Orange
Weather System Pigments: Dust Bowl Brown, Weathered Brown
SnJ Model Products: Spray Metal Polishing Powder (item 1358 – Aluminum)

References

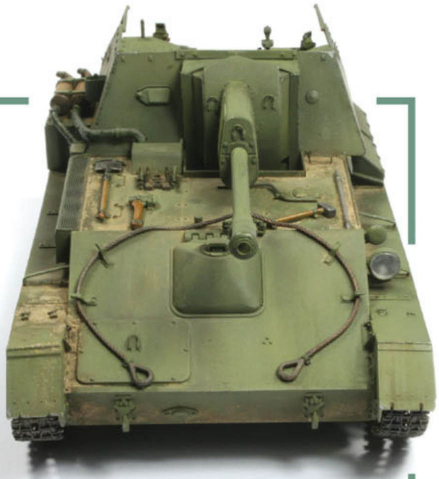
Wydawnictwo Militaria's Tank Power #260 (Su-76/76M, ZSu-37) by Aleksander Czubaczin. ISBN 83-7219-260-X

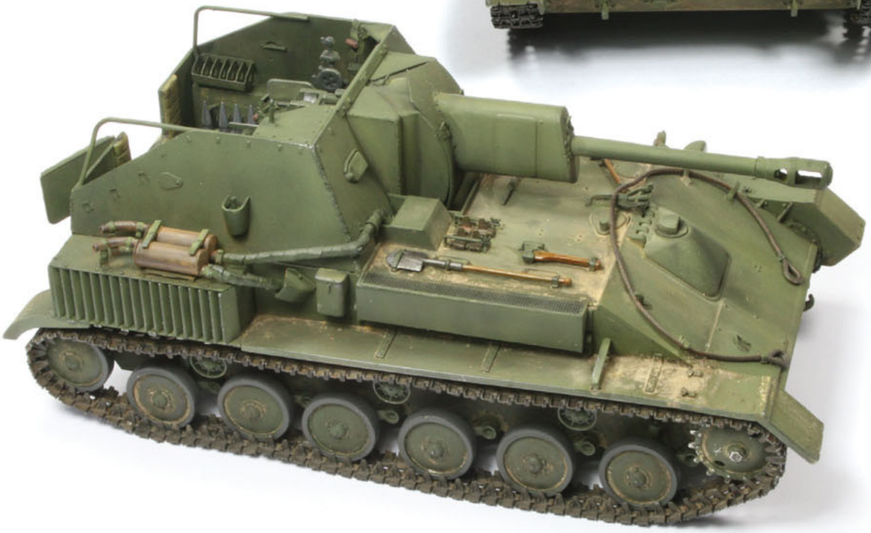
✓ Excellent base kit for Su-76 conversion.
✗ Fiddly gun assembly, suspension, and tracks.

Available from

Creative Models (www.creativemodels.co.uk)

Rating ●●●●●●●●○○





Here is MiniArt's I:35 scale Su-76M. Only the T-34 was produced in higher numbers for the Red Army in WWII. The asymmetrically mounted 76mm ZiS-3 gun, along with the open fighting compartment, was a distinctive feature of the Su-76M.

> "The enclosed fighting compartment was surprisingly straightforward to create..."

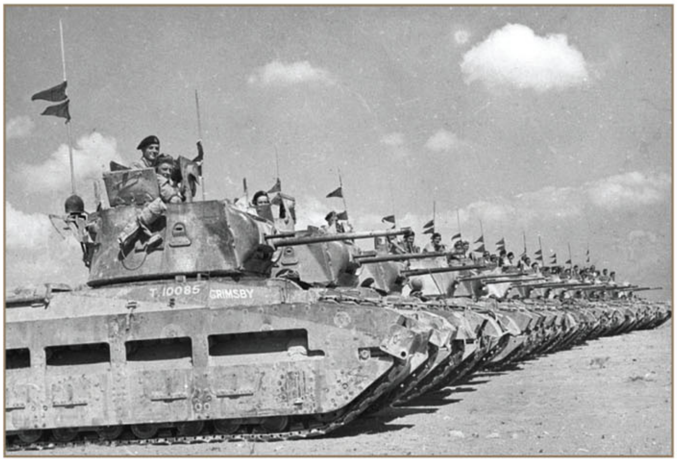
Echoes from the summer of I943 on the Eastern Front.

STANDARD CAMOUFLAGE COLOURS FOR MIDDLE EAST

PART TWELVE – A12 INFANTRY TANK MATILDA

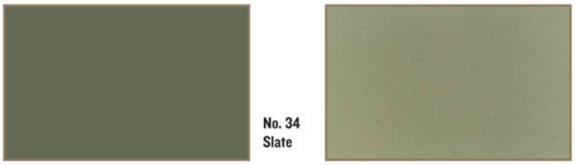
William Marshall continues his analysis of an important source document describing the contentious camouflage colours used by British and Commonwealth military vehicles during the WWII campaign for the Middle East and North Africa. In Part Twelve, William describes the application of Caunter camouflage to the A12 Infantry Tank Matilda.

The Matlida has a proud history from the beginning of the war until the last tanks were delivered in August 1943. Many photos may be seen of Matildas painted in the Caunter scheme. Of particular interest is that this example does not carry the White/Red/White identification flash, as was ordered at the time. ■



(Top-right) A superb photo showing a lineup of Matildas in the Caunter scheme, the first example being named "GRIMSBY".

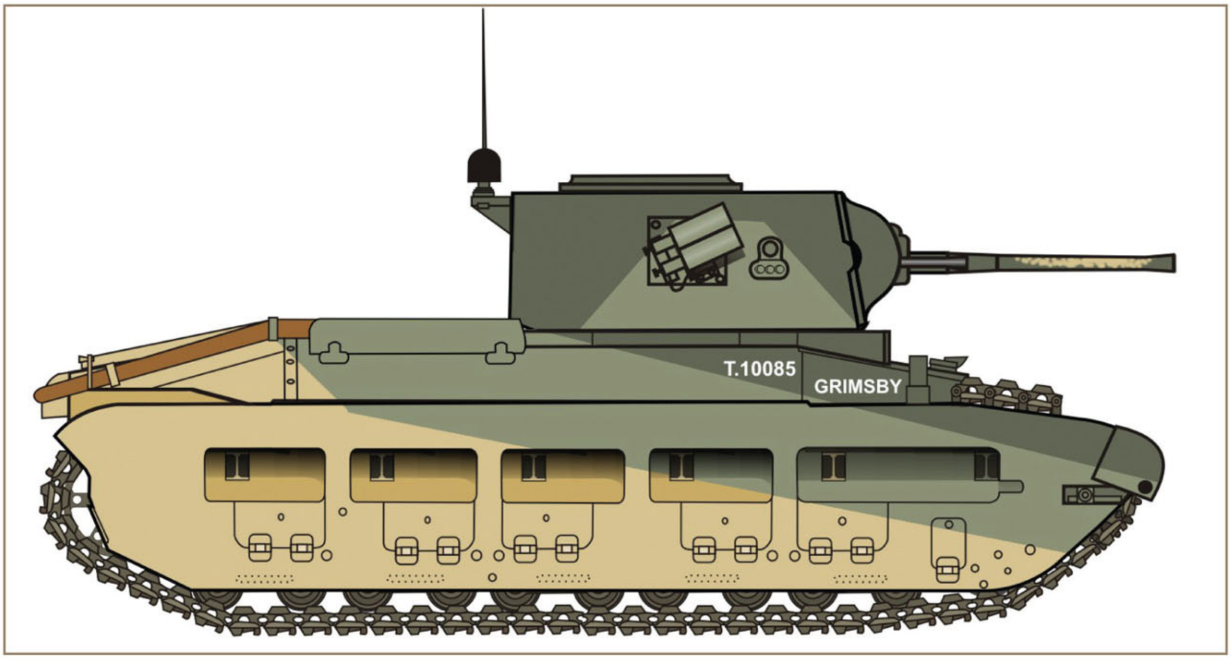
British Standard Colours



No. 34 Slate

No. 25 Silver Grey

(Below) The profile of 'GRIMSBY", wearing the Caunter scheme.



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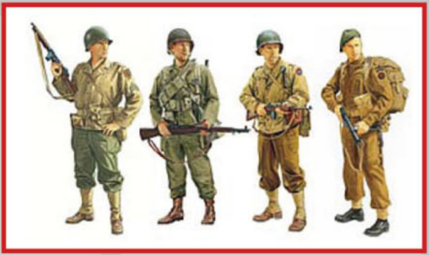

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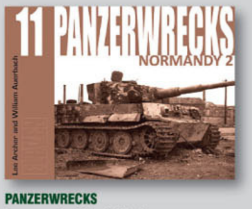
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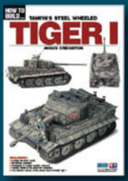
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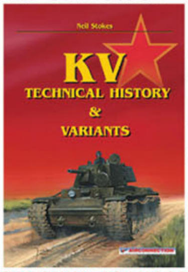
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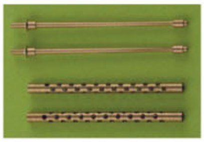

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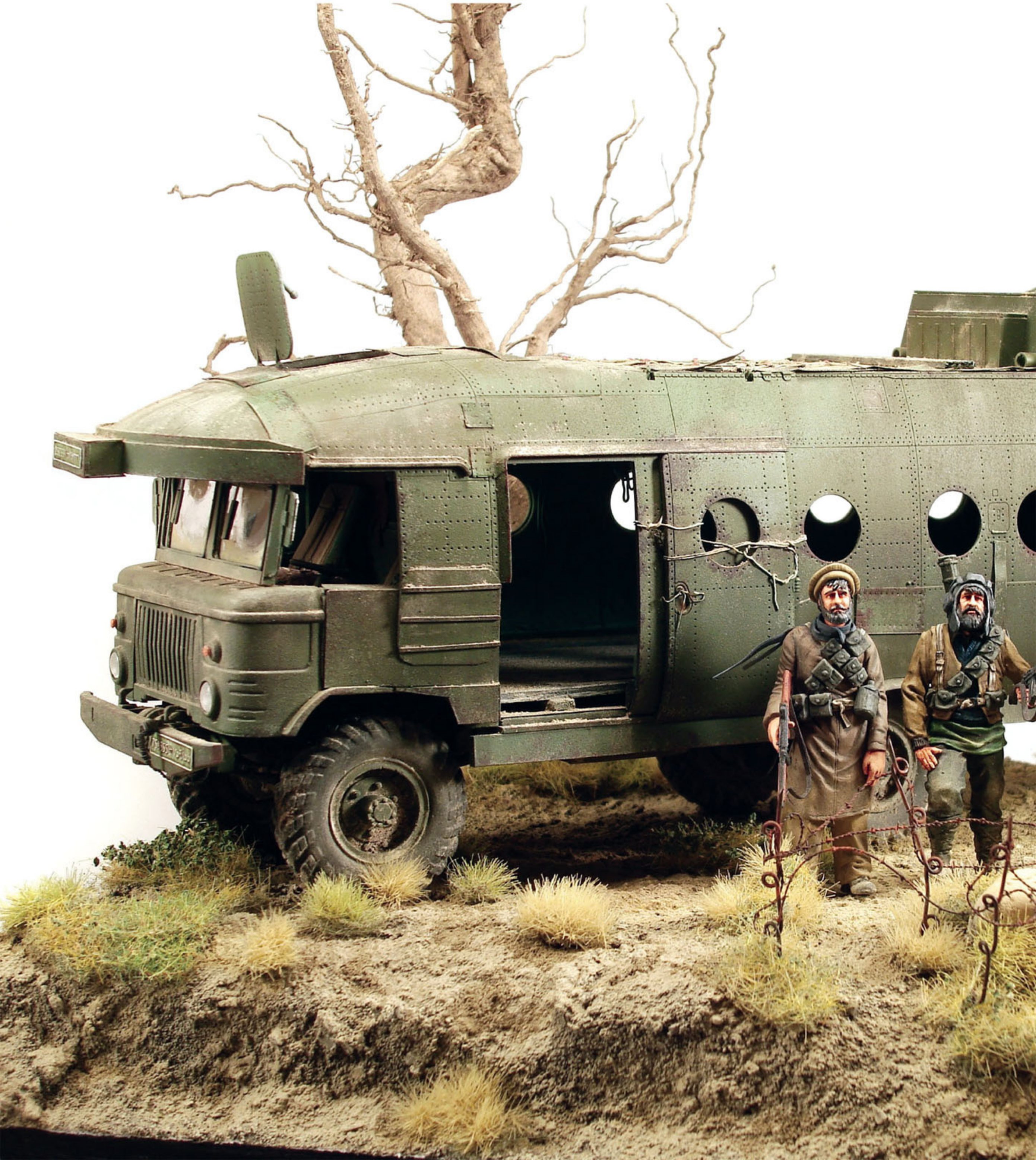
MUJAHIDEEN MOT

José Brito combines a GAZ-66 with a MIL Mi-8 in 1:35 scale to deliver a unique variation on the Winnebago theme.



OR HOME

EASTERN EXPRESS
Армейский грузовик ГАЗ-66 с зенитной установкой ЗУ-23-2
GAZ-66 Army Truck w/ antiaircraft gun ZU-23-2
№ 35132

The Eastern Express GAZ-66 is not exactly a state-of-the-art kit, but it serves our purpose very nicely for this project.

Afghanistan is a region long devastated by war and conflicts. It is a rough country with rough fighters. Their ability to endure and to improvise is legendary and they are recycling masters. Everything that the enemy leaves on the battlefield can be used against their former owners.

There are many pictures and footage of enemy trucks, planes and helicopters transformed or adapted and again put into action. One of those famous images is a well-known picture of a Mil Mi-8 combined with a GAZ-66 truck.

You might well ask why it would be worth the time and considerable effort to mate a truck with a helicopter. Well, they are the improvisation masters and Afghanistan is a tough place. Only the strongest survive.

The climate and terrain are very hostile so a truck with a roof is always more than welcome. Also there is a propaganda benefit. The enemy knows that they cannot leave anything behind, otherwise it will be used against them. This must have an effect on morale.

As soon as I saw the picture I knew that I had to make it as a scale model. Now that it is done I am very happy and I can say that is one less stone in my shoe - but I still have a few more...

THE EASTERN EXPRESS GAZ-66 ARMY TRUCK W/ ANTIAIRCRAFT GUN ZU-23-2 KIT

The Eastern Express 1:35 scale GAZ-66 truck is not a "state of the art" kit. Indeed, this is not a kit for the most discerning modeller, but even so there are some good arguments for tackling it. The kit subject is unusual and we are presented with a truck and an anti-aircraft gun inside the box. Quality of the plastic is good, the parts fit is okay and the decals well printed.

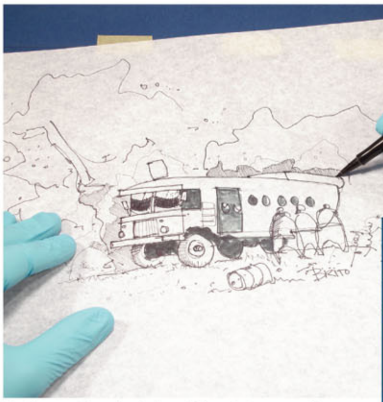
Detail is not so good, but even so we can build a nice, if somewhat basic, model directly from the box.

Some parts are simplified when it comes to detail and there are ejector pin marks all over the place. Some of them are in very difficult to hide locations, so some experience is necessary.

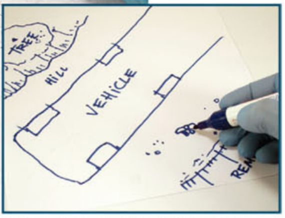
TRUMPETER'S MIL MI-8 / MI-17 HIP-H HELICOPTER KIT

Trumpeter's 1:35 scale MIL Mi-8 / Mi-17 is quite a contrast to the truck. For a start, it is huge - in fact it is a monster! The detail is top quality and can be transformed into a great replica. The fit is excellent, it is accurate, boasts a highly detailed interior and exterior and includes a super decal sheet. Trumpeter also provides a small photo-etched fret and high quality, thin and clear transparent parts.

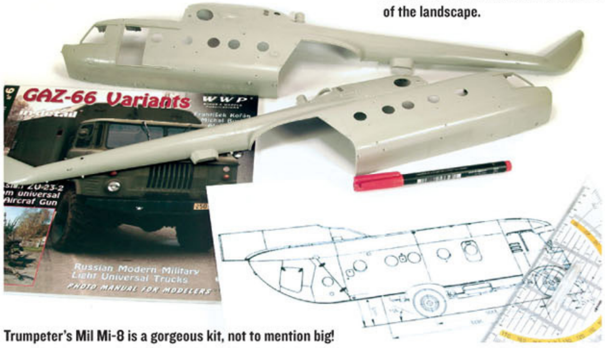
There are many ejector pin ▶



The first step is to sketch the vehicle and the surrounding scene. This makes a handy reference to check progress during construction.



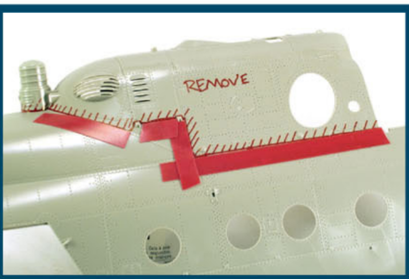
Rough plans are also drafted, showing the location of the vehicle and the main features of the landscape.


GAZ-66 Variants
Russian Modern Military Light Universal Trucks
PHOTO MANUAL FOR MODELLERS

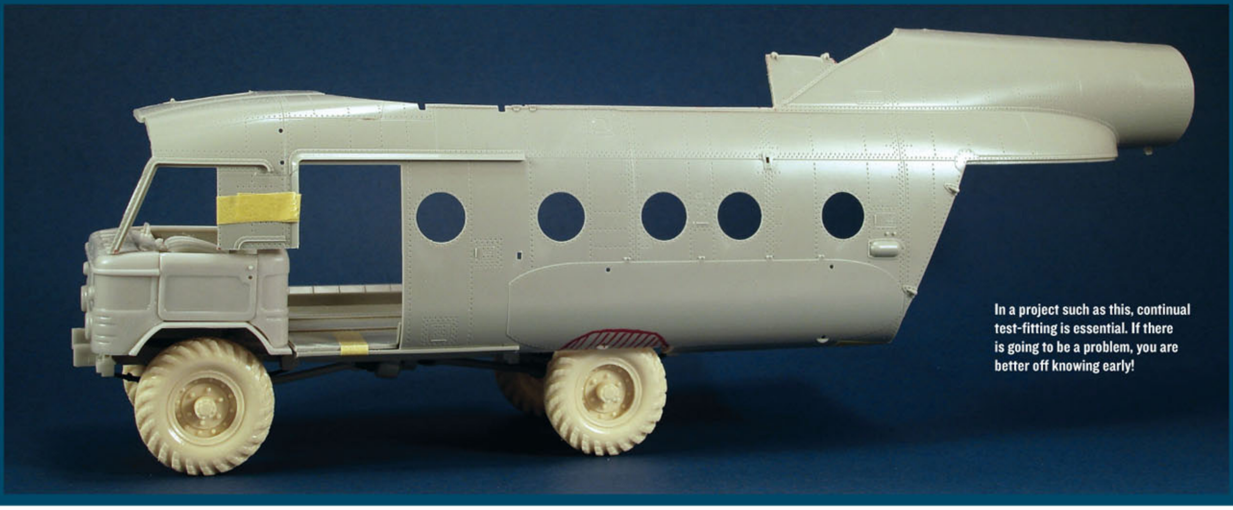
Trumpeter's Mil Mi-8 is a gorgeous kit, not to mention big!

The main components are carefully marked up according to the previously prepared drawings.

Self-adhesive DYMO tape is used as a guide to cutting. This has the benefit of offering a straight line, and also protects the surrounding plastic from damage.



The engine bay area must be entirely removed from Trumpeter's fuselage halves. Once again, DYMO tape is being used as a guide to this major cutting exercise.



In a project such as this, continual test-fitting is essential. If there is going to be a problem, you are better off knowing early!

marks in the interior but once the model is assembled they are impossible to see. If we want to deal with them it is easy because they are in very accessible places.

I must confess that I was very sad when I started to chop this model into pieces, because it is a lovely kit. Hopefully one day I can build it as a helicopter.

MASHING TOGETHER A FRANKEN-TRUCKOPTER

As usual, before I start any modelling project I like to draw a few sketches. They are a big help when deciding the best approach to the kit and a useful guide when it comes to placing all the elements in a diorama. This project is not an easy one. Combining two different kits is always a hard work, especially when they are a helicopter and a truck!

To make things even more difficult I only managed to find one picture of this vehicle. It is a poor quality picture from the right side/ front view. Even being a poor quality picture though, many details are visible. However, the left side, rear and top are completely invisible and I needed to use some artistic license to deal with those parts.

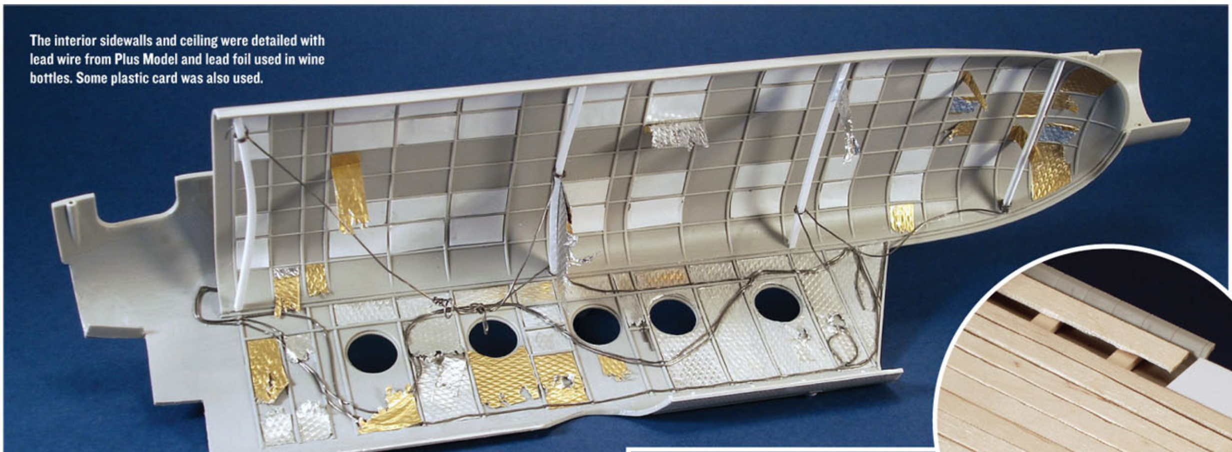
Combining two different kits from two different companies to produce a poorly documented vehicle demands some careful planning. Good references like the books from WWP on the GAZ-66 and Mil Mi-8 are extremely useful. Some CAD drawing is also needed in order to combine both models. We must be aware that the GAZ-66 from Eastern Express and the Mil Mi-8 from Trumpeter were not made to combine each other and it is likely that some major adjustments will be necessary.

After careful study it is finally time to start cutting the Trumpeter model into pieces. The kit must be cut in the right places and there is no margin for error. That is why careful planning is absolutely essential. The cut lines were marked with DYMO tape and scribed with a brand new needle. Then the parts were cut with a very fine saw intended for this kind of task. The cut is very clean and only some minor sanding is necessary. The plastic tape proved to be very useful to guide the saw blade and also to protect the pieces we are cutting.

Many parts from the Mil Mi-8 must be modified in order to

Test fitting the body to the truck chassis is encouraging.

The vinyl wheels from Eastern Express were replaced with resin items from MiG Productions.



The interior sidewalls and ceiling were detailed with lead wire from Plus Model and lead foil used in wine bottles. Some plastic card was also used.

achieve the final look that we can see in the "real" vehicle picture. Once again the parts to be removed are marked with a red marker and plastic tape. The plastic tape will protect the pieces and guide the saw blade. Before we start using the saw we must scribe the cutting line with a brand new needle.

I also decided to replace the vinyl tyres with resin wheels from MIG Productions. They look more accurate and have much better detail. Besides, I am not a big fan of vinyl tyres.

Slowly but surely, and after continual test-fitting, the model is starting to look like the real thing. Tamiya masking tape is very useful to keep everything in place while dry-fitting the components. During this stage we can make several adjustments and fine tune our plans for future construction.

The interior was detailed with lead wire from Plus Model and lead foil used in wine bottles. Some plastic card was also used. The idea is to represent a decaying look.

The GAZ-66 floor was detailed with real wood. For these tasks I use wood tongue depressor sticks cut into the desired shape. Wood tongue depressors are easy to find and cheap. You can find them in any pharmacy and the wood looks really good in this scale.

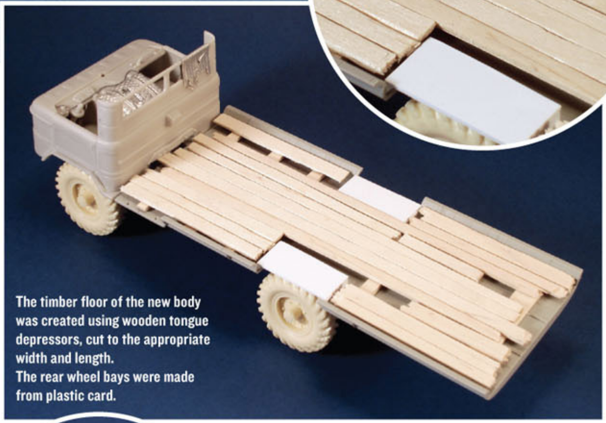
I decided to use the Mil Mi-8 seats and the photo-etched parts provided in the Trumpeter kit. In the only picture available about the "real" vehicle I cannot see the seats, so I decided to use some artistic license here. Besides, these seats will look much more original in the model. Also, they have more detail than the ones provided in the GAZ-66 Eastern Express kit.

A final dry fit was attempted before painting. Now almost everything is in the right place. The model will be dismantled into sub-assemblies for an easy painting process.

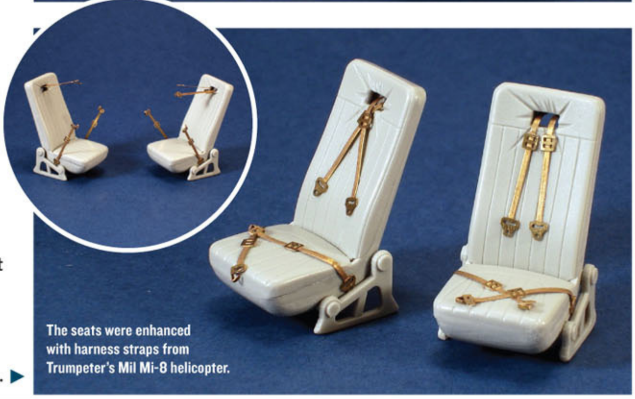
PAINTING

The open areas were masked with Tamiya masking tape and pieces of sponge for the irregular shapes.

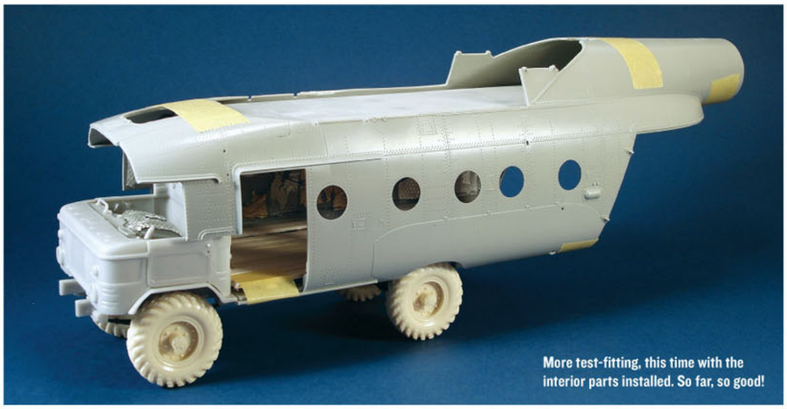
As we are using several different materials including plastic, wood, photo-etched parts, and lead wire, the model must be primed before being painted. I always prime my models with Vallejo acrylic primers. ▶



The timber floor of the new body was created using wooden tongue depressors, cut to the appropriate width and length.
The rear wheel bays were made from plastic card.

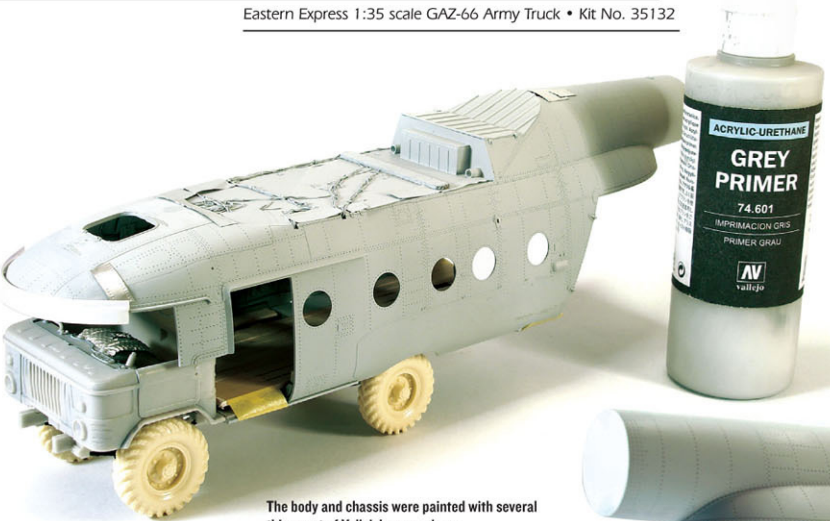


The seats were enhanced with harness straps from Trumpeter's Mil Mi-8 helicopter.



More test-fitting, this time with the interior parts installed. So far, so good!

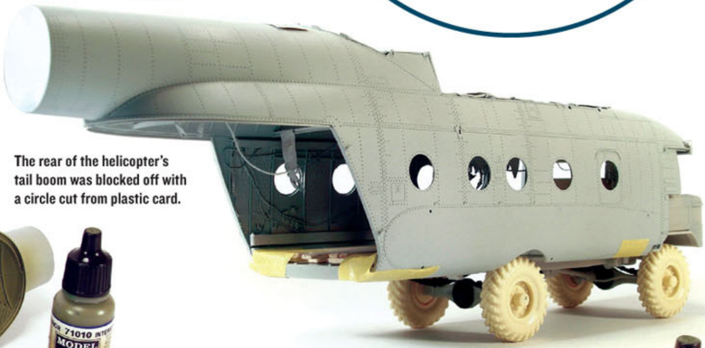
Trumpeter's transparent parts are really well done – thin and very clear. Extra care is needed when working with these, although only the top roof section will be used.


ACRYLIC-URETHANE
GREY PRIMER
74.601
IMPRIMACION GRIS
PRIMER GRAU
AV
vallejo

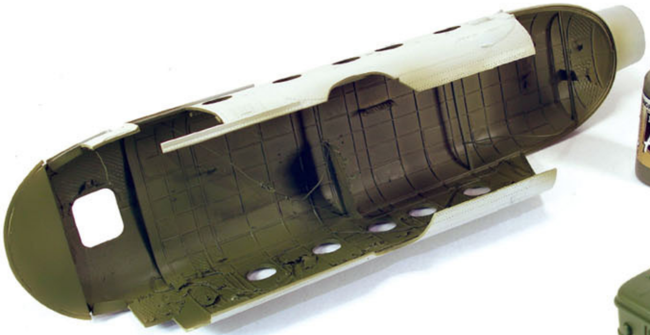
The body and chassis were painted with several thin coast of Vallejo's grey primer.

A primer coat is especially important when you are working with multi-media components.

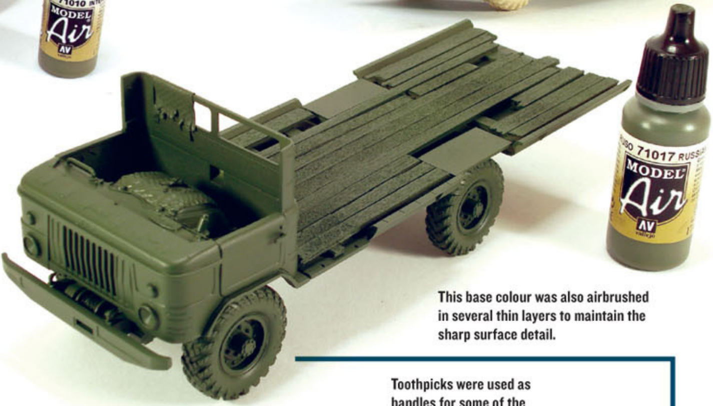
Some of the detail parts were assembled before painting.



The rear of the helicopter's tail boom was blocked off with a circle cut from plastic card.


71010
MODEL
Air
AV

The main parts were airbrushed in Vallejo Model Air 71017 Russian Green.


71017 RUSSIA
MODEL
Air
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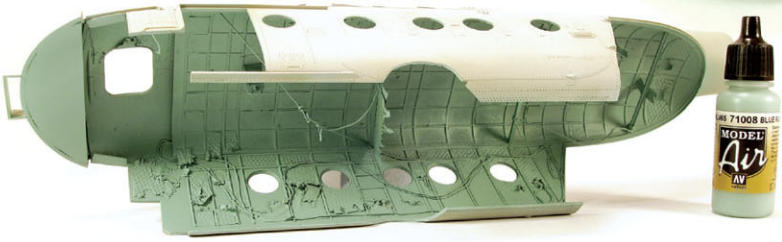
This base colour was also airbrushed in several thin layers to maintain the sharp surface detail.

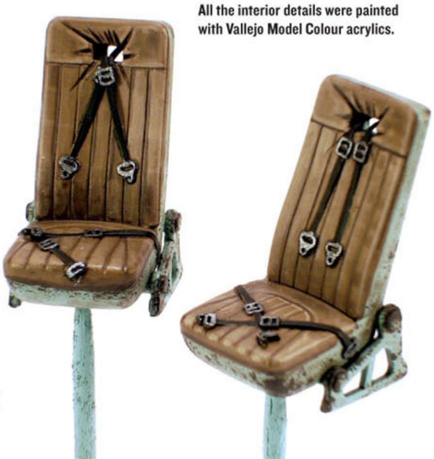
The Mil Mi-8 interior was painted using several thin coats of Vallejo Model Air 71008 RLM65.


71008 BLUE
MODEL
Air
AV

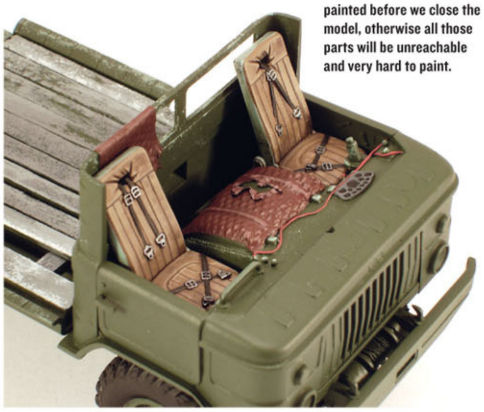
Toothpicks were used as handles for some of the smaller interior elements including the seats.

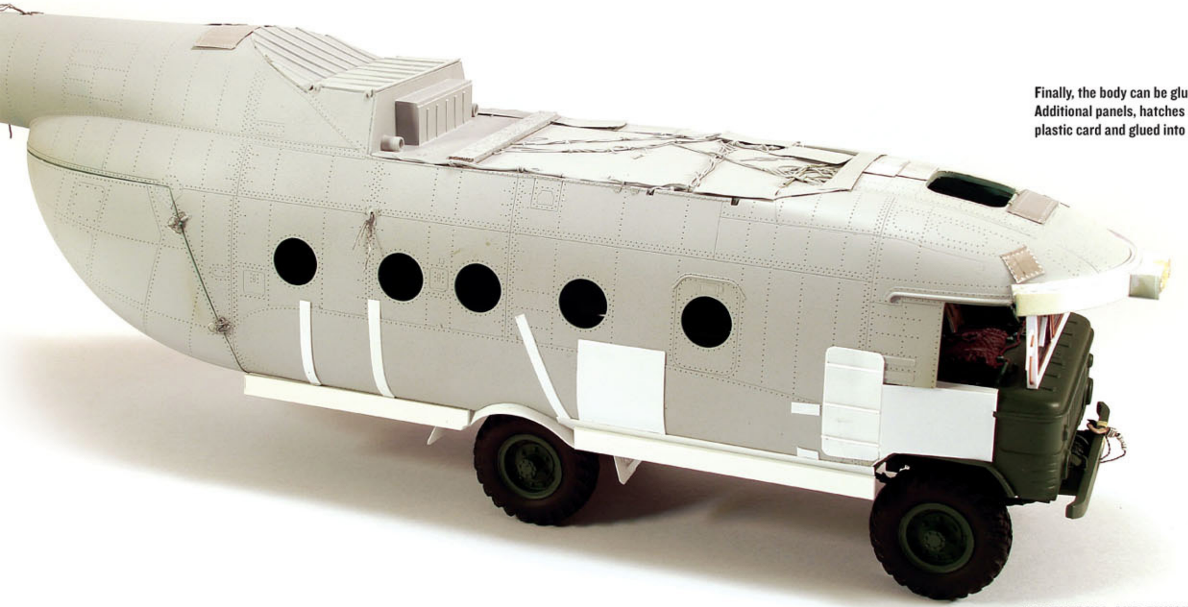
A foam block may also be used to mount parts while painting. This avoids fingerprints and other minor painting disasters.

All the interior details were painted with Vallejo Model Colour acrylics.



The interior details must be painted before we close the model, otherwise all those parts will be unreachable and very hard to paint.





Finally, the body can be glued to the truck body. Additional panels, hatches and trim are cut from plastic card and glued into place.

In this case I used the Vallejo Grey Primer. Vallejo primers dry very fast and deliver a very smooth surface, ideal for airbrushing. The primer must be airbrushed in several thin coats in order to keep the surface detail.

Once the primer was dry, the GAZ-66 main body was airbrushed in Vallejo Model Air 71017 Russian Green. This base colour was also airbrushed in several layers to maintain the sharp surface detail.

Colour variation was achieved first by airbrushing a mix of Vallejo Model Air 71017 Russian Green and Vallejo Model Air 71010 Interior Green.

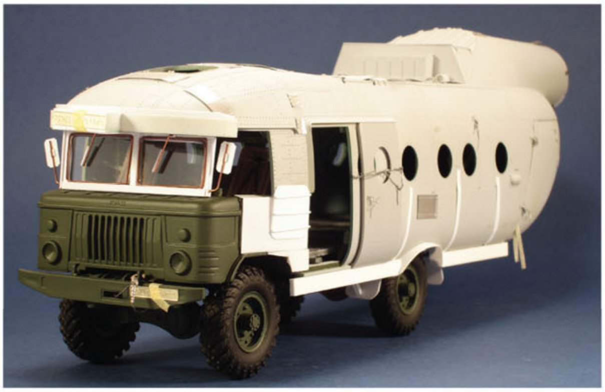
Some more colour variation was obtained by airbrushing the model with Vallejo Model Air 71017 Russian Green, Vallejo Model Air 71010 Interior Green and Vallejo Model Air 71095 Pale Green. Panels and other small structural details were picked with Vallejo Model Colour tones thinned with Vallejo thinner. This colour variation makes the model more visually interesting. Also, it adds an extra touch of realism.

The Mil Mi-8 interior was painted using several thin coats of Vallejo Model Air 71008 RLM65. All the interior details were painted with Vallejo Model Colour acrylics. The interior details must be painted before we close the model, otherwise all those parts will be unreachable and very hard to paint.

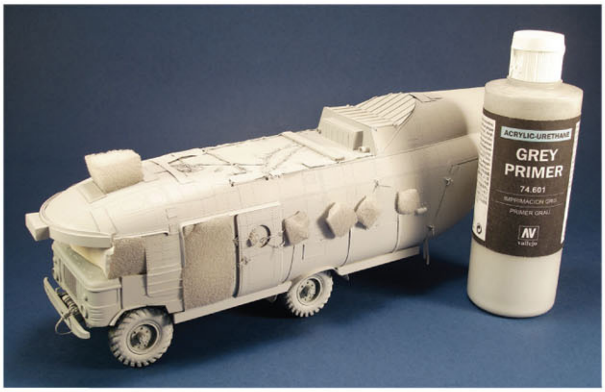
The GAZ-66 and Mil Mi-8 were now glued together. Finally it was time to start adding all those missing details and exterior parts.

WEATHERING AND FINISHING

Thousands of scratches were applied with a small sponge. Several colours were used in order to achieve a more realistic look. The scratches were finalised with a fine brand new brush. This is a very time consuming process and some care is needed. During this stage we can easily ruin the model, so plnety of care and patience is essential. The scratches must look natural and be located in the logical spots. "Carefully random" is a challenging effect to achieve, but



A custom windshield was scratch built with a frame from plastic and details added from copper wire.

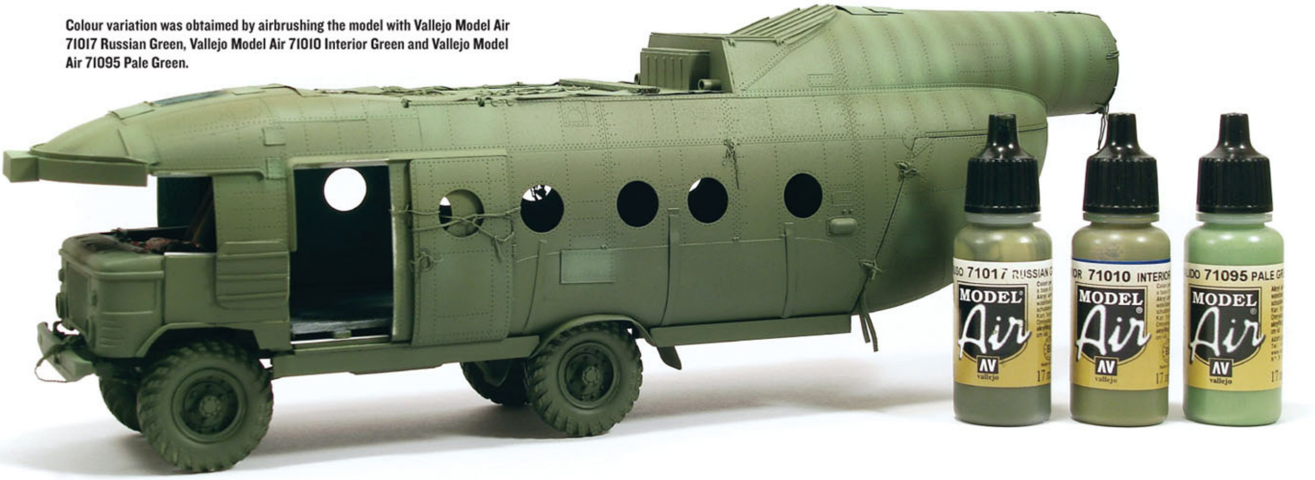


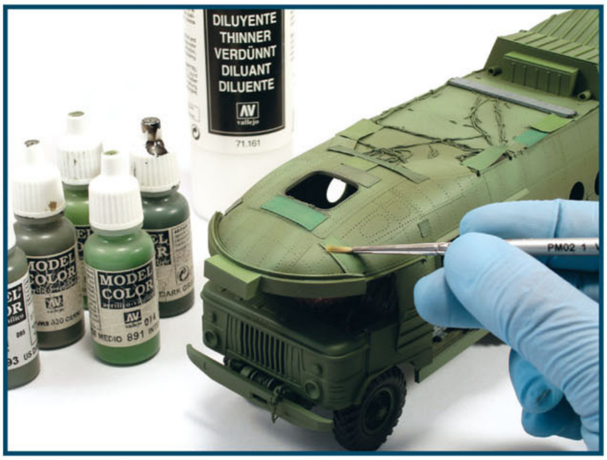
The entire model is masked and primed again with Vallejo grey primer.

71017
Model Air
AV

The model received several thin overall coats of Vallejo Model Air 71017 Russian Green.

The masks and sponges were carefully removed.


Colour variation was obtaimed by airbrushing the model with Vallejo Model Air 71017 Russian Green, Vallejo Model Air 71010 Interior Green and Vallejo Model Air 71095 Pale Green.


Panels and other small structural details were picked with Vallejo Model Colour tones thinned with Vallejo thinner.

it is worth the effort!

With the windshield painted, small paper masks were placed in the clean spots where the wipers pass. These areas were then airbrushed in Vallejo Model Air 71027 Light Brown.

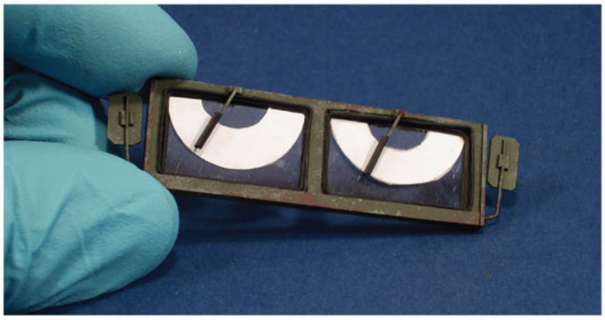
Once thoroughly dry, the excess was removed with a flat brush moistened in alcohol. This partially removes the dust and adds an extra touch of realism. It also can be used thinner, but will take more time to get the desired finish.

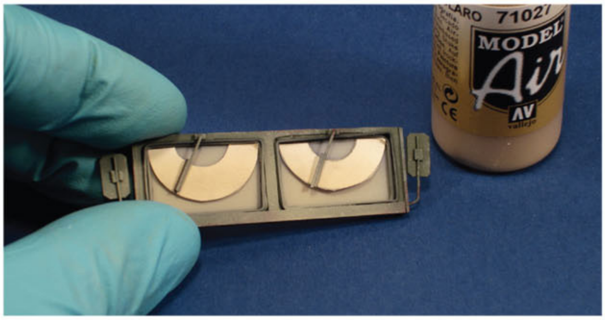
Several Vallejo pigment colours were used in order to achieve the dusty look. In this case they were applied in the "dry method". The "dry method" means that they are applied directly from the jar and then they will be fixed in place.

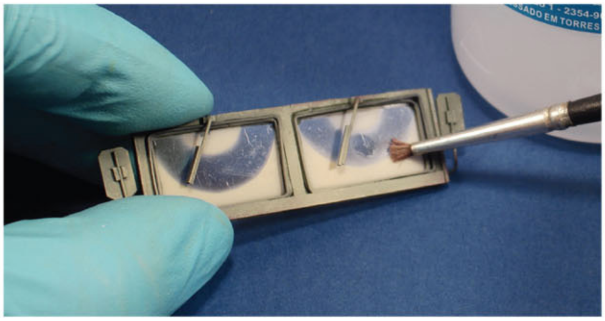
The pigments were fixed in place with Winsor & Newton Artist's White Spirit. All we have to do is apply, by brush, several drops over the pigments and allow it to dry, making sure that you do not touch the wet mixture beforehand. During this process the model will turn very dark and it will seem that the pigments have disappeared, but once the White Spirit evaporates, the pigments will reappear in all their glory.

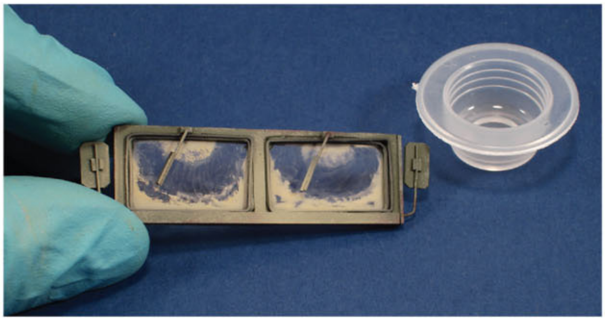
NEXT TIME

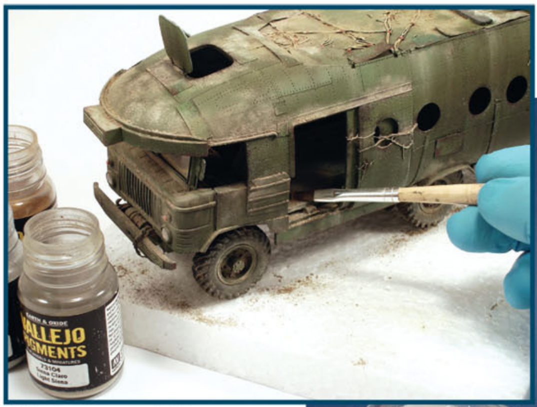
In the next issue of Model Military International, I will describe how I built an Afghan base and added figures to my conversion. ■


With the windshield painted, small paper masks were placed in the clean spots where the wipers pass.

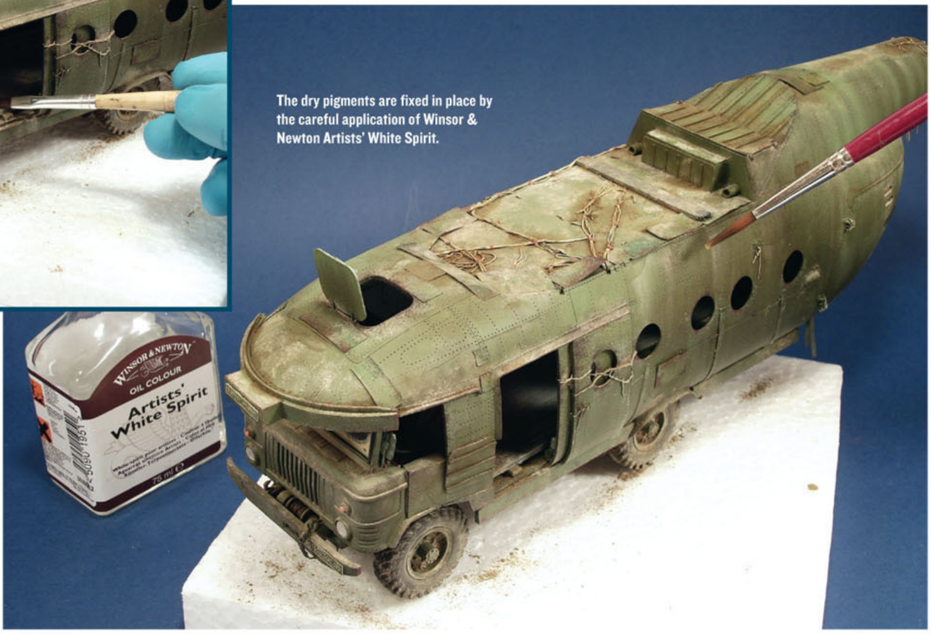

These areas were then airbrushed in Vallejo Model Air 71027 Light Brown.


Once thoroughly dry, the excess was removed with a flat brush moistened in alcohol.


This partially removes the dust and adds an extra touch of realism.



Vallejo pigments were applied dry to represent dust on the vehicle.



The dry pigments are fixed in place by the careful application of Winsor & Newton Artists' White Spirit.

Modelspec

MUJAHIDEEN MOTOR HOME

Items used

Trumpeter 1:35 scale MIL MI-8 / Mi-17 Hip-H Helicopter. Kit No. 5102

Eastern Express 1:35 scale GAZ-66 Army Truck w/antiaircraft gun ZU-23-2. Kit No. 35132

Materials and paints used

Hood glue, Deluxe Materials glue solutions, Heat isolation foam, Wood base, Injected plastic, Resin parts, Plastic card, Metal parts, Vallejo acrylics, Vallejo washes, Vallejo pigments, Vallejo Grey Primer, Oil colours, Graphite soft pencil.

References used

Several internet sites and forums

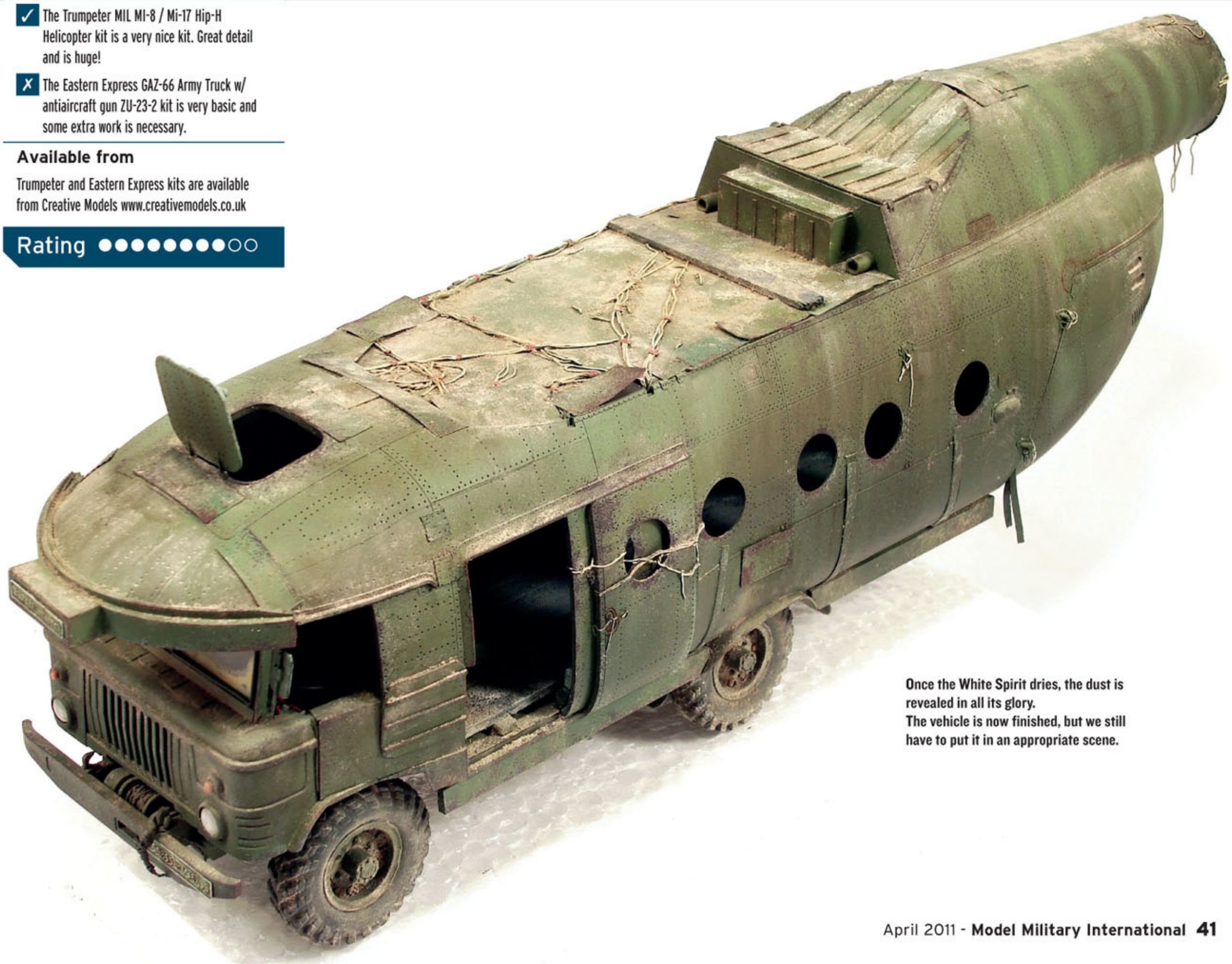
- ✓ The Trumpeter MIL MI-8 / Mi-17 Hip-H Helicopter kit is a very nice kit. Great detail and is huge!
- ✗ The Eastern Express GAZ-66 Army Truck w/ antiaircraft gun ZU-23-2 kit is very basic and some extra work is necessary.

Available from

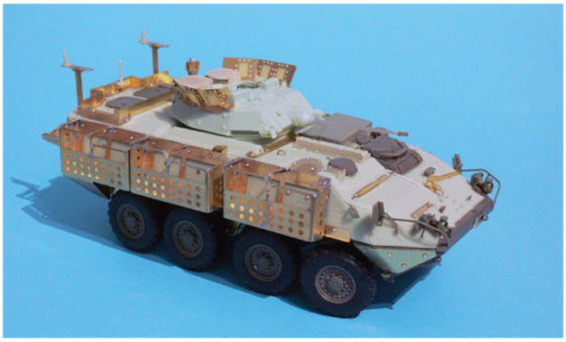
Trumpeter and Eastern Express kits are available from Creative Models www.creativemodels.co.uk

Rating ●●●●●●●●●○○

> **"Combining two different kits from two different companies to produce a poorly documented vehicle demands some careful planning..."**



Once the White Spirit dries, the dust is revealed in all its glory.
The vehicle is now finished, but we still have to put it in an appropriate scene.



Graeme Davidson examines this 1:35 multimedia feast from Real Model of the Czech Republic.

LAV III LORIT

The LAV-III entered Canadian Forces service in 1997. The initial contract was for 240 vehicles, but over the years the contract was expanded to bring the total up to 651 vehicles. Although similar in appearance to the Stryker, the CF LAV-III is armed with a 25mm M242, a 7.62mm coax GPMG, and a turret roof mounted GPMG or LMG.

The LAV-III LORIT (LAV Operational Requirement Integration Task) represents the most current version of the LAV-III fielded by the Canadian Army. The LORIT project centred on survivability upgrades for the LAV-III, including additional belly armour, and a revised seating system to mitigate lower limb injuries from the "oil canning" effect on the hull after an IED blast. But the most obvious feature of the LORIT has really nothing to do with survivability. It is the four large stowage bins mounted on the hull, 3 on the right side and one on the left side. These bins were added on to permit crews to store extra water, rations, camouflage nets, fuel and other items without having to create ad-hoc stowage frames built from items such as 6' metal fence pickets and HESCO-bastion chain link mesh.

Real Model from the Czech Republic has released a 1:35 scale resin and PE conversion based on their earlier LAV-III set with the additional parts to make the LORIT.

You will need a base kit of the AFV Club Stryker, as the conversion relies on the AFV Club lower hull, suspension, and a few hatches. I believe all the AFV Club lower hulls are generic, so buy the cheapest one you can find. Real Model also makes a LORIT conversion for the Trumpeter LAV-III, though it is less detailed and suffers from the inherent dimensional flaws of the Trumpeter kit. The Real Model Trumpeter LORIT conversion is, however, less expensive.

The resin parts included in the kit are the upper hull, turret, wheels, smoke grenade launchers (pre-cast in the cruciform configuration) spare wheel, wire-bending jig, GPMG, ammo cans, and various antennas. The resin is sharp, well-cast, with finely moulded anti-slip surfaces where appropriate. There is a thin flash present on some parts, and the belly armour is not included, though I reckon this could be made with a sheet of .040 P-card. A fluted metal barrel with brass flash suppressor from Barrel Depot is also included in the set. You will need to supply your own 1mm brass wire to fashion the turret basket and 1.5mm thick styrene sheet to provide the correct thickness for the PE armour.

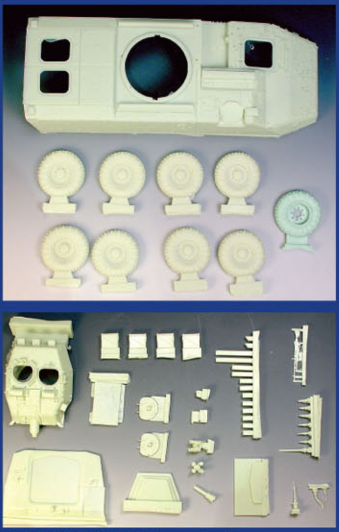
Two sheets of printed card stock will generate a lot of bottled water boxes and IMP/MRE to fill out the stowage bins. These accessories are printed in very high resolution, unlike some from other manufacturers that look like blurry photocopies, to the point where you can read the expiration date on the MRE boxes. Small note: the IMP (Individual Meal Packets) include the correct colour coded lettering for Breakfast, Lunch, and Dinner menus, so your LAV crew won't be stuck with 96x Chilli Con Carne's for their next diorama.

The real star of this set is the 6 sheets of photo etch. I must admit, I was a little overwhelmed by the amount of etch included! However, two of the PE sheets are mostly devoted to the 4 large stowage bins, while another two cover the add-on armour for the lower AFV Club hull. That still leaves a couple hundred PE parts, so you'll want to be comfortable working with PE before taking on this kit.

The 11-page instructions are picture-driven and use call outs for the sequence. Anyone who has used an Eduard PE set will be familiar with the style. Colour photos of the competed kit before and after paint are included. You can also check out the Real Models website, where the owner has kindly posted a blog of his LORIT build.

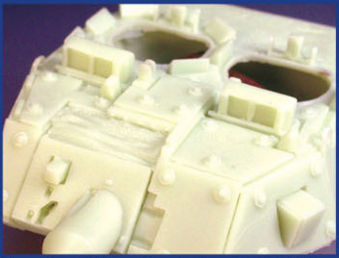
At 110 Euros, this is what most would consider an expensive kit. However, given the quality of the resin, the six sheets of etch, the metal barrel, and the printed card stock, I think it represents good value and will build into an exceptionally detailed replica. The LORIT is available direct from Real Model and from good hobby shops. ■

Real Model products are available online from their website www.realmodel.cz

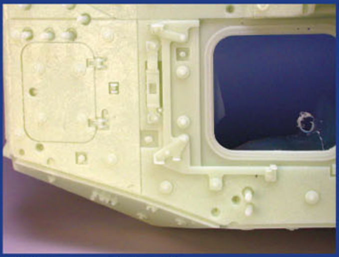


Real Model's LAV-III LORIT conversion is very comprehensive.

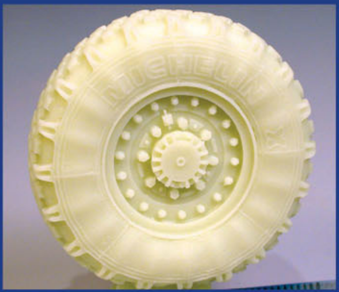
Casting of the resin parts is superb.



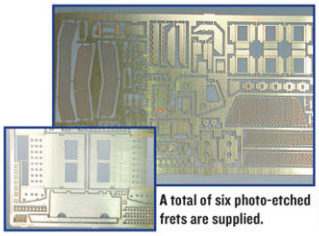
The surface of all the resin parts is beautifully detailed.



Hull features are crispy cast too.



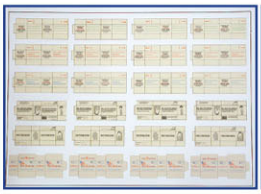
The wheels are a standout, with authentically textured sidewalls.



A total of six photo-etched frets are supplied.

1/35 Scale No. BD350
M242 25mm Bushmaster
chain gun (new style)
M2A2 Bradley/LAV-2

A turned metal barrel is provided for the M242 Bushmaster 25mm chain gun.



Accessories include a variety of ration boxes for a hungry resin LAV crew.

Signs and boxes for water bottles are supplied too.

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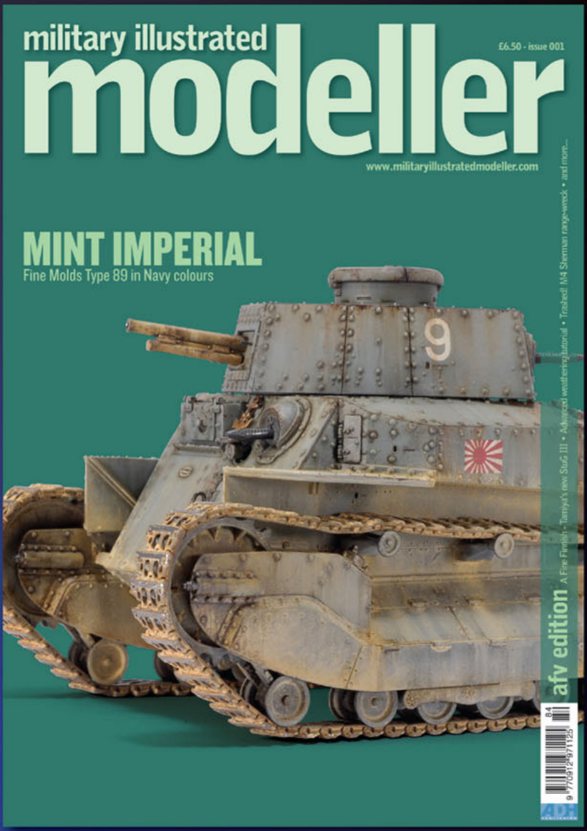
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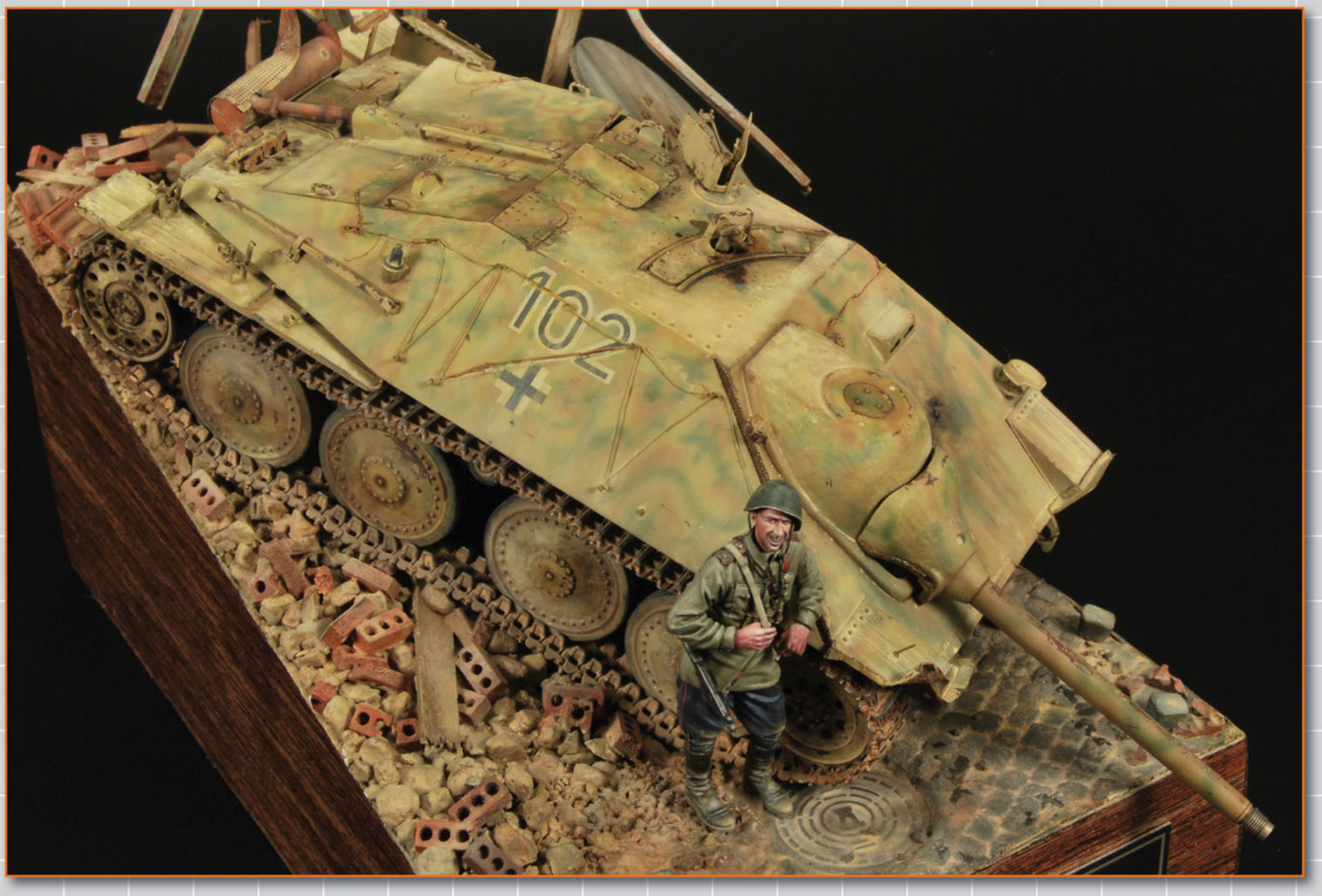


SMOKING KILLS

MAKING A VIGNETTE PART ONE – BUILDING THE MODEL

Joachin Garcia Gazquez creates a late-war vignette featuring Dragon's venerable 1:35 scale Hetzer.

We find ourselves in Germany at the beginning of 1945. Soviet troops are already deep in Reich territory. The tables have turned. After brutal Nazi aggression, the anger, frustration and yearning of revenge now turns against the original invaders. There is no mercy. It is all death and destruction. The Thousand Year Reich is collapsing. A new order is emerging all over the world.

In one of these desperate final conflicts, a Hetzer is trapped after laying in ambush awaiting Russian tanks. A hit blows off one of the road wheels. The Hetzer tries to escape by violently reversing, but it is stuck on a pile of debris with nowhere left to go. Two more hits, this time to the front, end the journey of the little tank destroyer. Some of the crew escape and later the Russian infantry will celebrate their victory.

WHY MAKE A VIGNETTE?

With all of these images in my head and after having seen many pictures and newsreels, I tried to represent the Faustian universe that existed at end of the European war in this vignette.

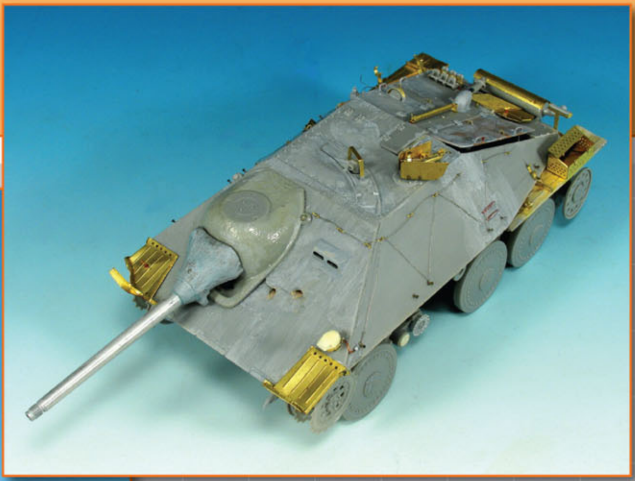
In order to achieve this, I wanted to bring some different elements together. The first was the factory ruins, which represent the end of the war. Secondly, the Hetzer makes reference to the defeated German army. Finally, the Soviet infantryman offers the vignette a little humanity with his joy at the impending victory and peace.

Whenever possible, I also like to add a light hearted touch, in this case via the "No Smoking" (Rauchen Verboten) poster that seems to be looking out for the health of Aryan workers in stark contrast to all the death and destruction going on around.

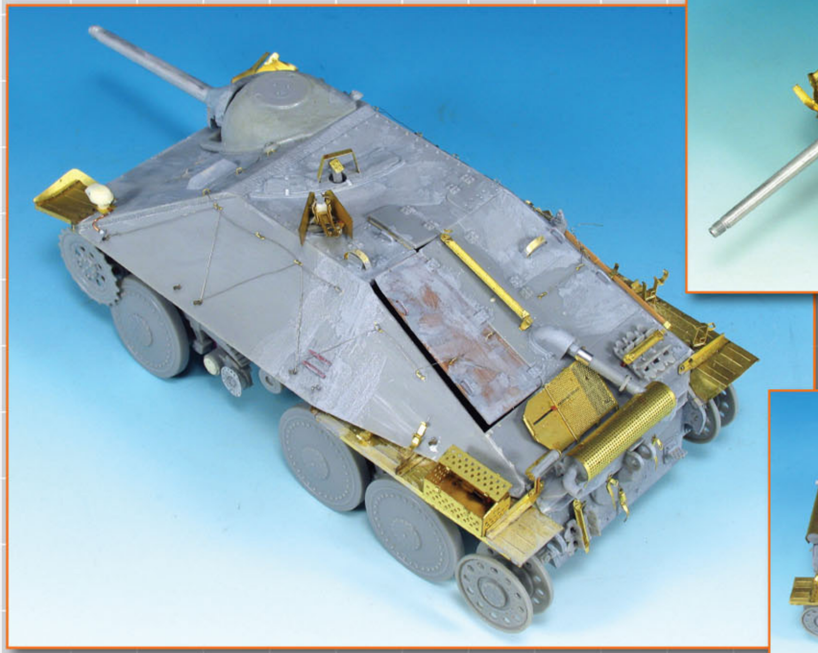
As we can see, it is not necessary to have a big scene with multiple vehicles, dozens of figures and a street full of ruined buildings in order to transport the spectator to a past time. A compact but well-defined and structured scene is enough. Indeed, I believe that a small scene can be all the more striking.

In this initial instalment, I will describe how I built and painted the first element of my vignette, the Dragon 1:35 scale Hetzer. ■

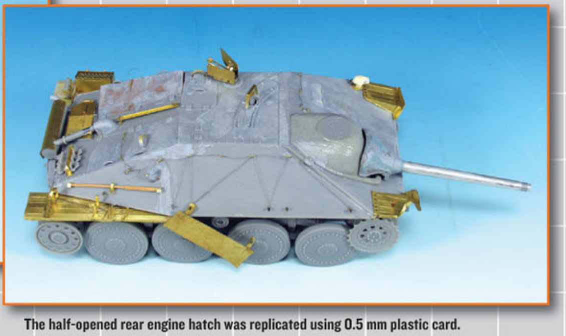
CONSTRUCTION



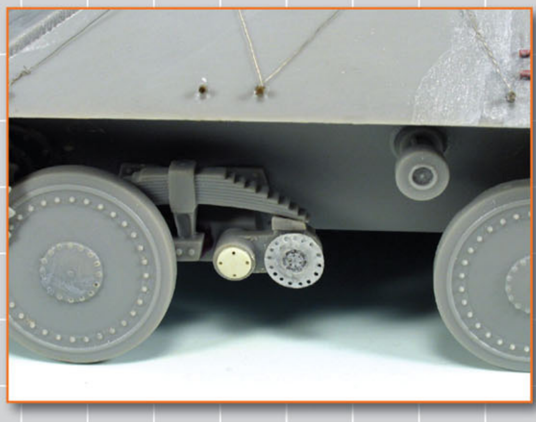
The two hits on the front of the Hetzer were achieved with a micro screwdriver. A couple of hammer blows are enough to simulate the penetration of the armour plating. Do not forget to put epoxy putty inside the model to simulate the thickness of the front armour-plating.



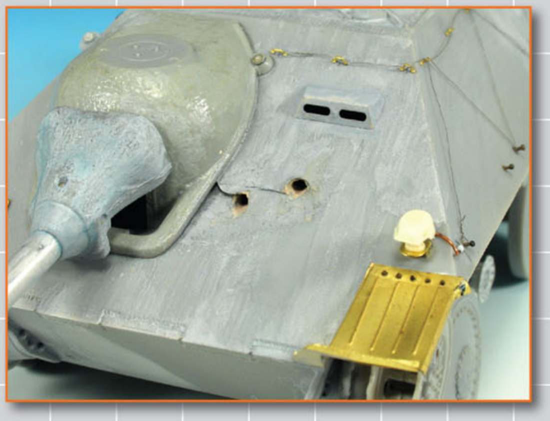
I have used the Dragon 1:35 scale Hetzer, an older but still good kit. When this model is combined with Aber's photo-etched detail set the result is impressive.



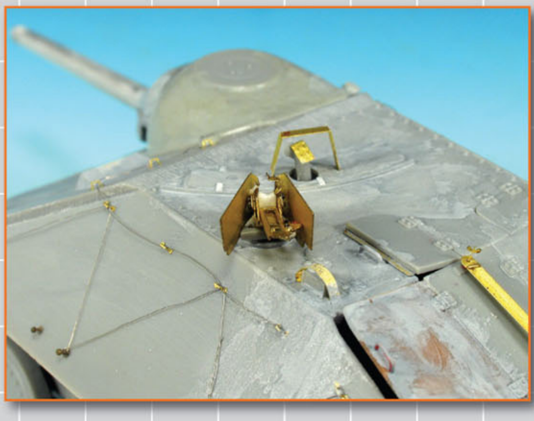
The half-opened rear engine hatch was replicated using 0.5 mm plastic card. The camouflage fastening wires are bent from thin wire.



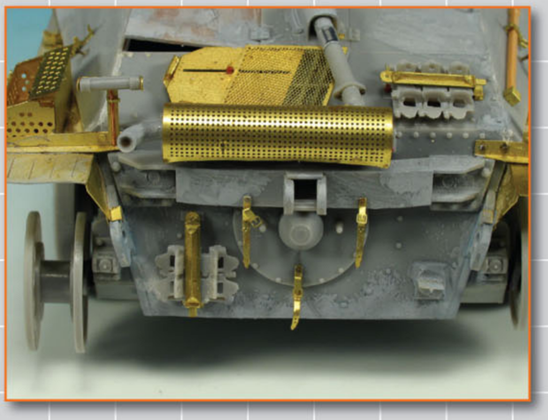
When I removed the wheel, I had to rebuild the mount and detail the axle. I used different sized plastic card for this job.



The Notek light is from Mig Productions. It is well cast in resin. The front mudguards had to be damaged, an easy task with photo-etched.



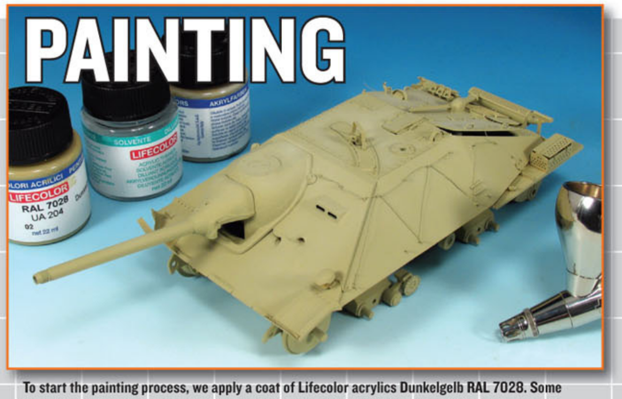
The MG has disappeared. We have to assume that one of the surviving crew took it with him or it was liberated by Soviet infantry to use against their old owners.



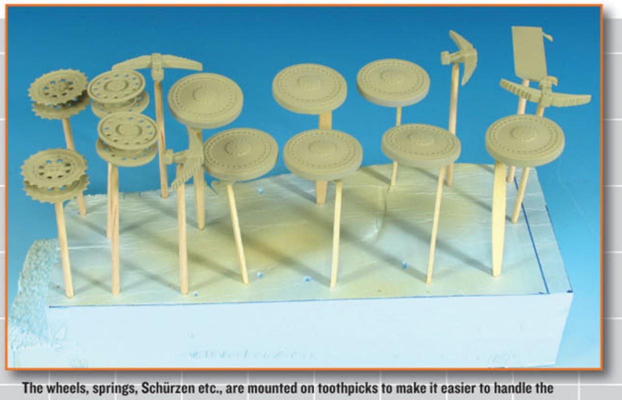
The rear wheel was detailed using Aber photo-etched parts.

Tech Guide - MAKING A VIGNETTE - PART ONE

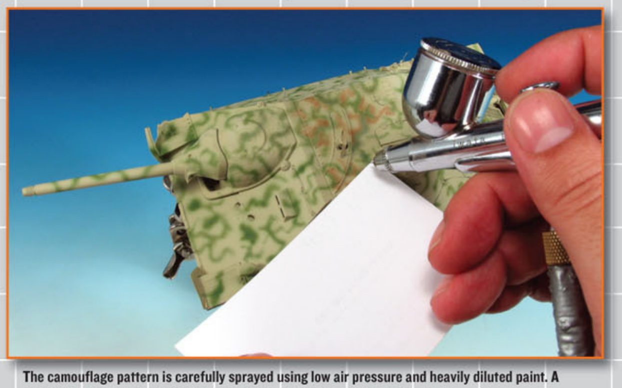
PAINTING



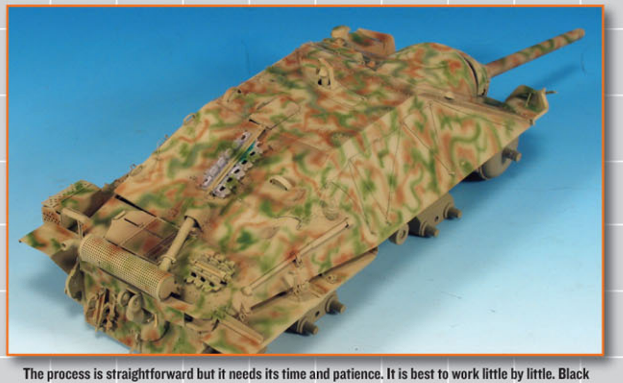
To start the painting process, we apply a coat of Lifecolor acrylics Dunkelgelb RAL 7028. Some variation of the base colour is achieved with a paler shade on high points and in random places.



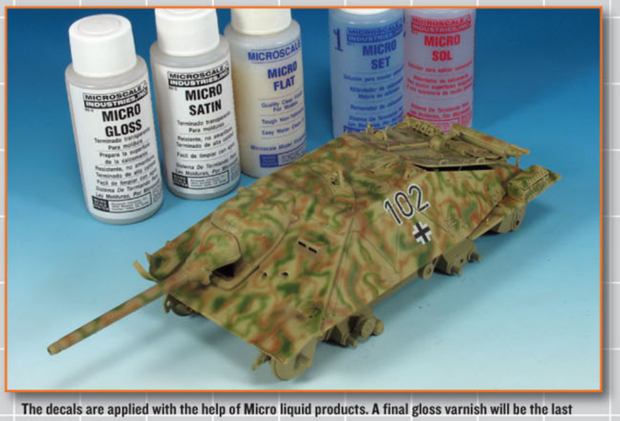
The wheels, springs, Schürzen etc., are mounted on toothpicks to make it easier to handle the parts while painting.



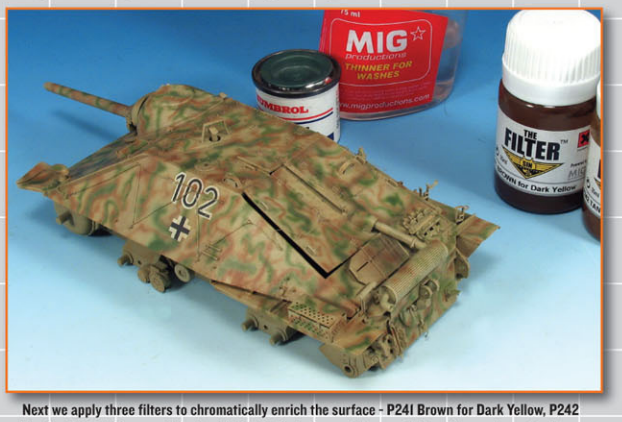
The camouflage pattern is carefully sprayed using low air pressure and heavily diluted paint. A cardboard mask is being used here to avoid spider webs and overspray.



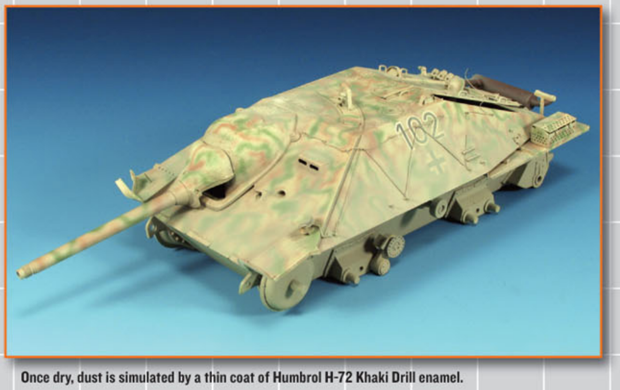
The process is straightforward but it needs its time and patience. It is best to work little by little. Black acrylics and heavily thinned brown will highlight the shapes and structural features of the model.



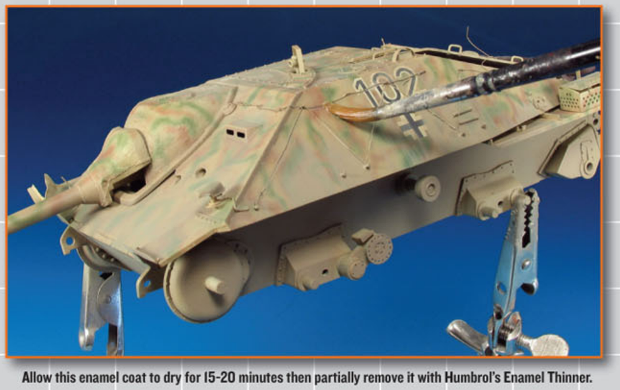
The decals are applied with the help of Micro liquid products. A final gloss varnish will be the last stage before the next processes of weathering.



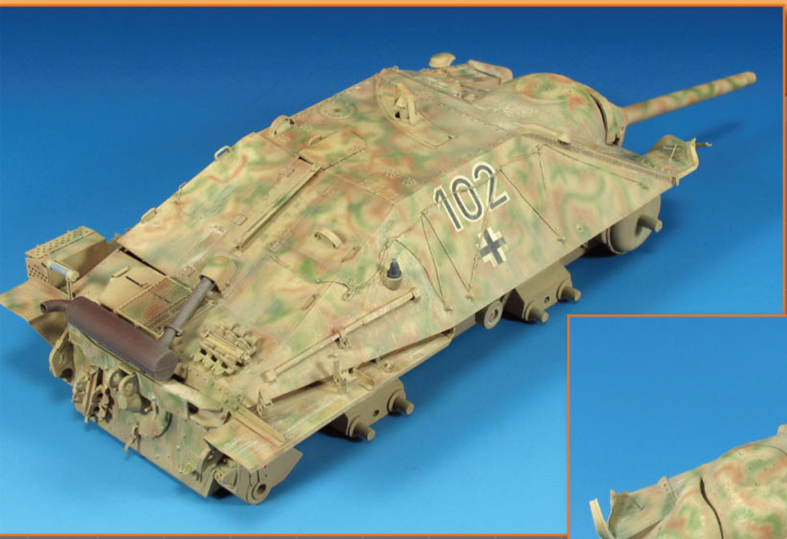
Next we apply three filters to chromatically enrich the surface - P241 Brown for Dark Yellow, P242 Tan for Tritonal Camo and Humbrol 149 Matt Dark Green. It is essential to allow each coat to dry for at least two hours.



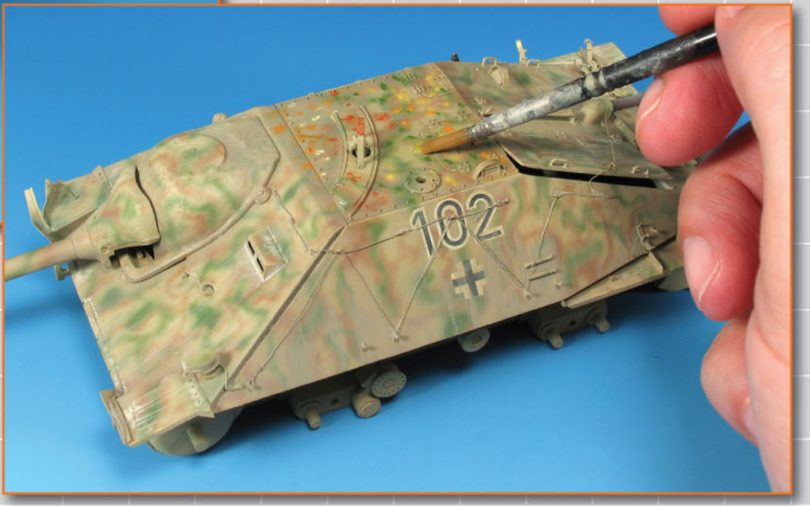
Once dry, dust is simulated by a thin coat of Humbrol H-72 Khaki Drill enamel.



Allow this enamel coat to dry for 15-20 minutes then partially remove it with Humbrol's Enamel Thinner.



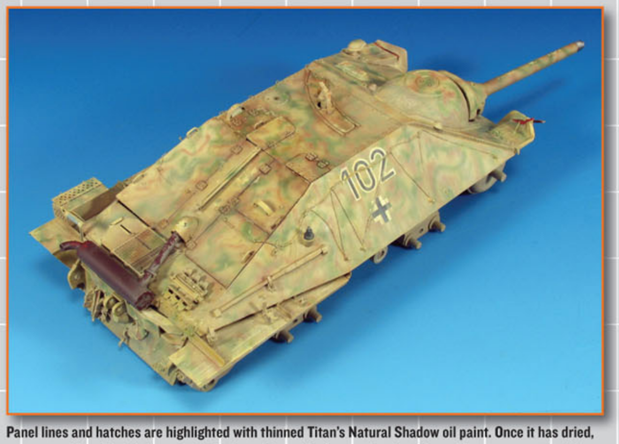
This is the effect we are looking for – faded and blended camouflage colours under dust.



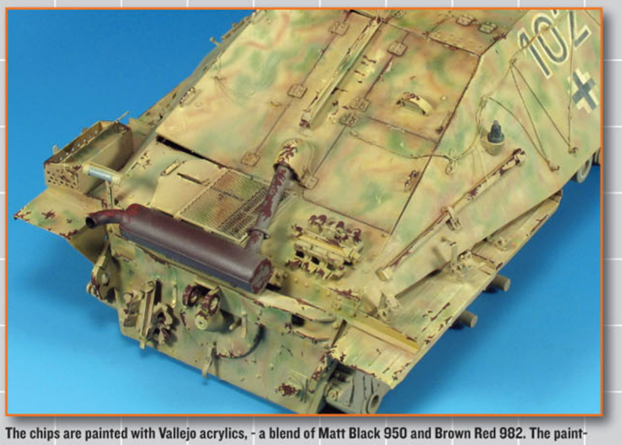
We can enhance the basic camouflage by adding dots of different coloured oil paints, and we can even make a distinction between more dusty and less dusty areas. The following table suggests which colours should be used for areas more covered with dust, and for areas less covered with dust:

More Covered With Dust	**Faded Dark Yellow (502 Abt)**
Less Covered With Dust	**Naples Yellow (T)**
Red Ochre (M)	**Olive Green (502 Abt)**
Faded Green (502 Abt)	**Red Yellow Ochre (T)**
Industrial Earth (502 Abt)	**Light Yellow Ochre (T)**
Transparent Yellow Green (R)	**Snow White (502 Abt)**
Natural Sienna Earth (T)	**Natural Shadow (T)**

Key to Oil Paint Brands: M, Mir; 502 Abt, 502 Abtielung; T, Titan; R, Rembrandt



Panel lines and hatches are highlighted with thinned Titan's Natural Shadow oil paint. Once it has dried, we can see the effect that we are trying to achieve - the base colour together with areas covered with different layers of dust, each one with the appropriate tones and colour shades.



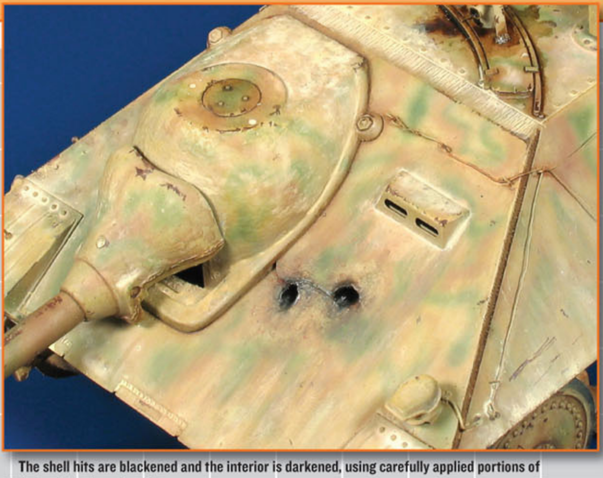
The chips are painted with Vallejo acrylics, - a blend of Matt Black 950 and Brown Red 982. The paintbrush must be in a perfect shape and the chips should be carefully applied.

MIG
productions
THINNER FOR WASHES
502 Abteilung
TITAN
oil color
75
102

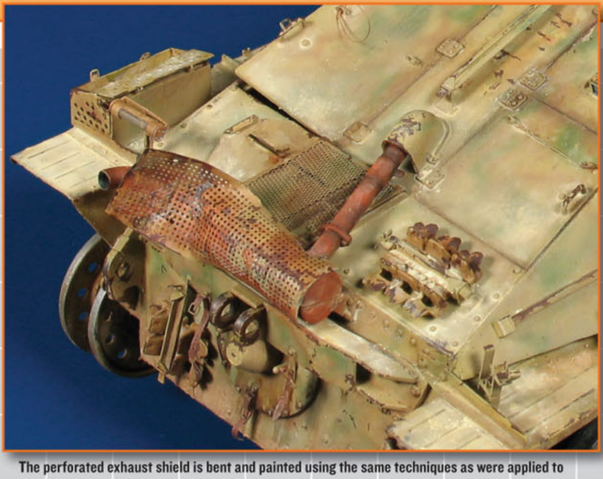
The exhaust pipe was first coated with MiG Productions' pigment, P-025 Standard Rust.

THINNER FOR WASHES
502 Abteilung
TITAN
75
102

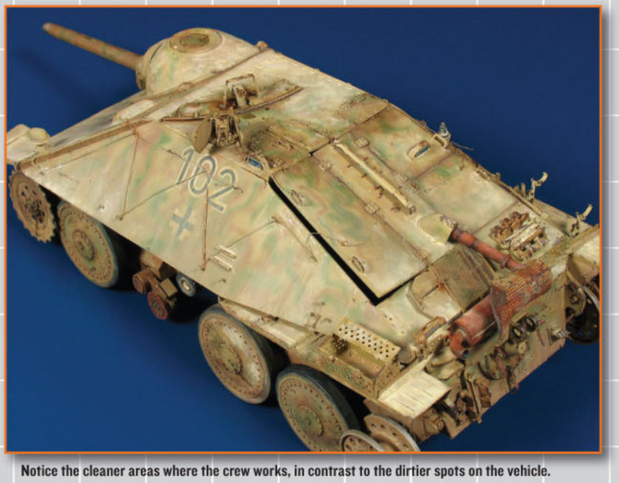
The pigments are fixed with Humbrol enamel thinners mixed with rusty oil paint shades.



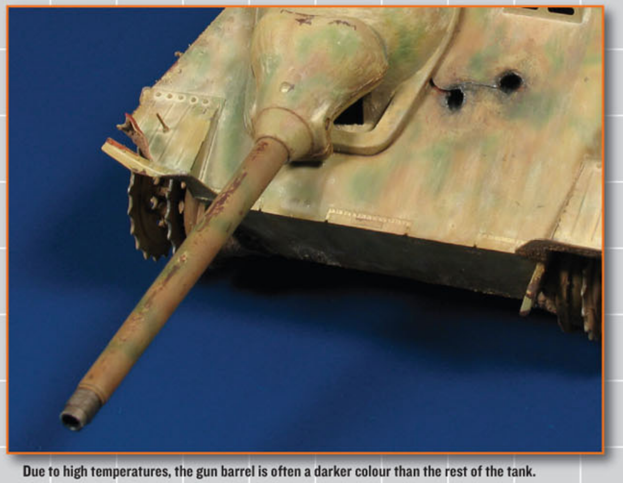
The shell hits are blackened and the interior is darkened, using carefully applied portions of Natural Shadow oil paint.



The perforated exhaust shield is bent and painted using the same techniques as were applied to the exhaust.

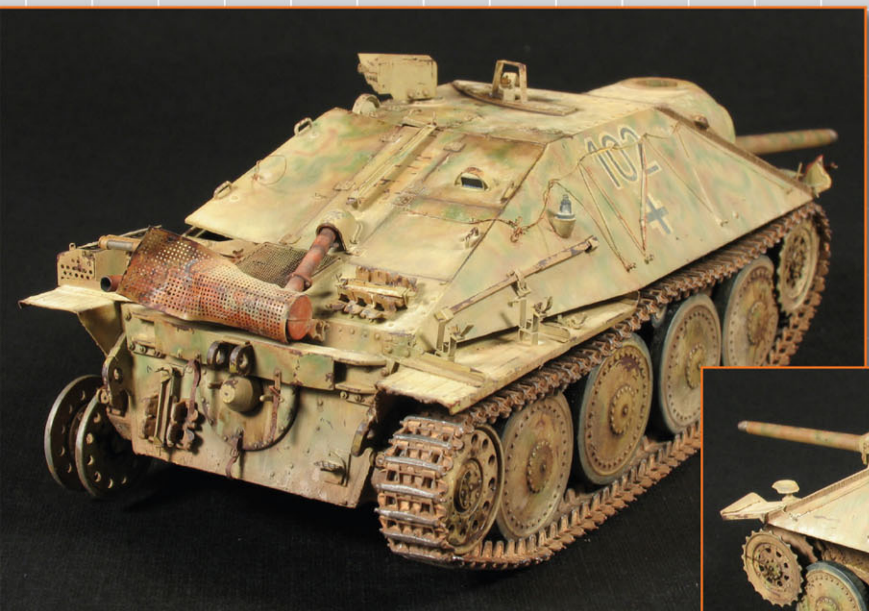


Notice the cleaner areas where the crew works, in contrast to the dirtier spots on the vehicle.

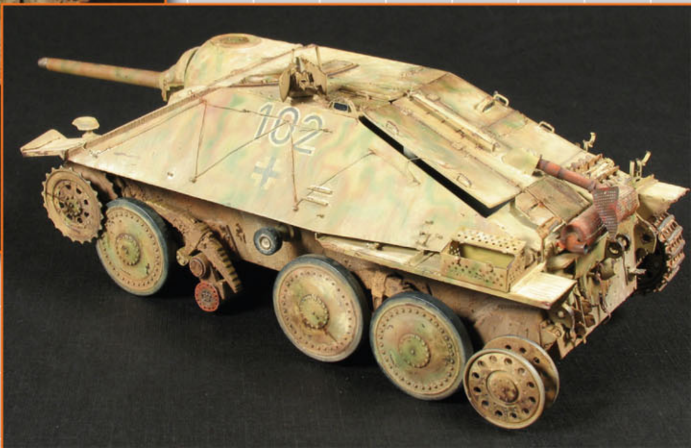


Due to high temperatures, the gun barrel is often a darker colour than the rest of the tank. Dark filters will help to create the desired effect.

> **"For this vignette, I tried to depict the Faustian universe that existed at end of the European war..."**



Only the right side track is installed, as the left track has been lost when the wheel was blown off.



It is important to note the effect of damage in wartime photos when modifying a model. Note that the leaf spring has dropped to the rear and the wheel mount has been painted a shade of primer red.

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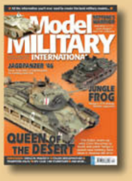

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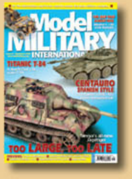

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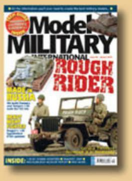

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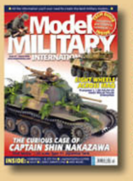

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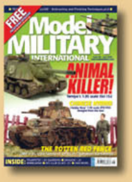

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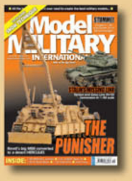

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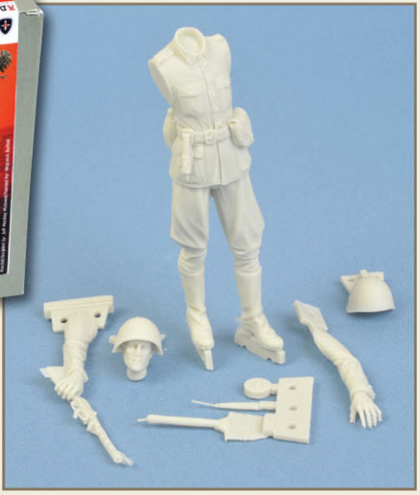
Figures - A round-up of the latest figure sets on release...

ADALBERTUS
figurka żywiczna / resin figure
120 mm
120-05 Żołnierz 1szej Armii WP, Berlin 1945
120-05 1st Polish Army Soldier, Berlin 1945
www.Berlin-1945.com



ADALBERTUS

1ST POLISH ARMY SOLDIER, BERLIN 1945
120MM SCALE
KIT NO: 120-05

Adalbertus' 120mm "1st Polish Army Soldier, Berlin 1945" is an impressive and large figure that will test your painting skills. The figure is broken down into four main parts including separate arms and head. The box art does suggest that an alternate head with soft cap might be in the box however this was not the case with my sample.

The body is cast as a solid piece. There are the slightest mould separation lines that will have to be carefully removed from the left and right lower pant legs as well as pour plugs thoughtfully placed underneath each boot. Take care not to remove the seam line from the rear of each boot as I believe these may be part of the boots' actual construction. Check your references. The arms are also very nicely cast and the PPSh machine gun is cast with the figure's right hand. The removal of the moulding plugs on each arm will require care to avoid damaging the mating surface that joins to the body.

The removal of the resin pouring gates and plugs from the machine gun, the head and the spare helmet will demand a sharp eye and steady hand. Photo etch parts are also provided for adding the various military decorations and smaller details to the figure. A couple of handy finishing touches are waterslide decals for the collar pennant and rank insignia detail; and nicely printed name plate stickers to use if mounting the figure on a base

The manufacturer has provided a very detailed colour assembly and painting guide. Also included is a very detailed history of the Polish Army in Berlin that helps to give some context to building the figure.

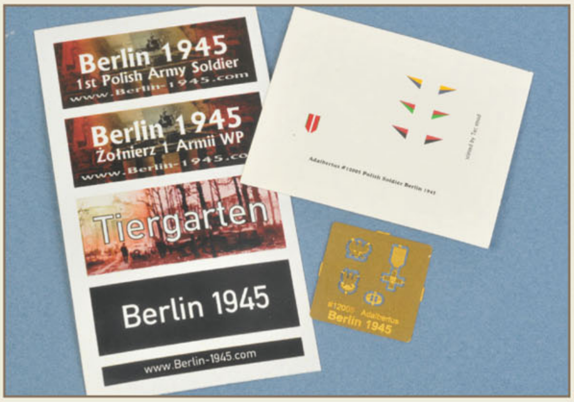
The box itself is a little flimsy and with resin being somewhat temperamental, I believe an opportunity to enhance the external and perhaps internal packaging of the pieces might be in order. Even so, the kit contents arrived unscathed inside the Ziploc bag.

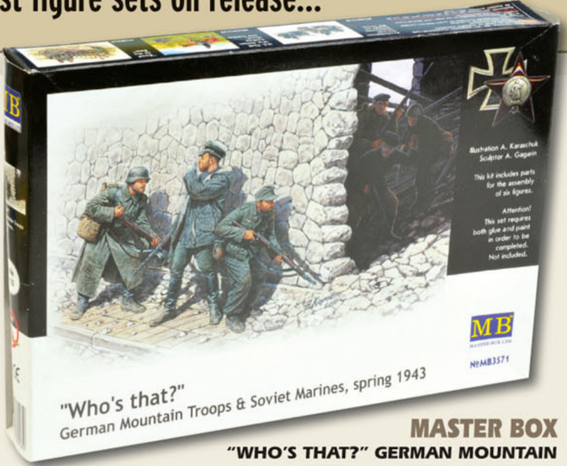
In conclusion this is a very nice multimedia kit using high grade materials to their best effect and will build into a wonderfully detailed figure.

Highly Recommended.

Thanks to Adalbertus for the sample www.adalbertus.com.pl

Ross Ferro


Berlin 1945
1st Polish Army Soldier
www.Berlin-1945.com
Berlin 1945
Żołnierz 1 Armii WP
www.Berlin-1945.com
Tiergarten
Berlin 1945
www.Berlin-1945.com
Adalbertus #12005 Polish Soldier Berlin 1945
#12005 Adalbertus Berlin 1945

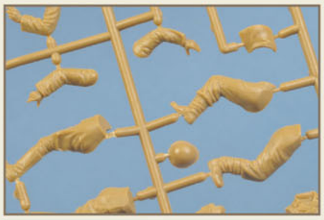

"Who's that?"
German Mountain Troops & Soviet Marines, spring 1943
Illustration A. Karaschuk
Sculptor A. Gagarin
This kit includes parts for the assembly of six figures.
Attention! This set requires both glue and paint in order to be completed. Not included.
MB
№MB3571

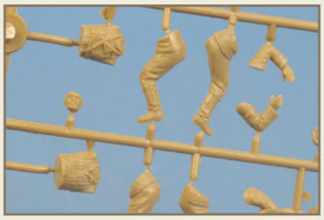
MASTER BOX

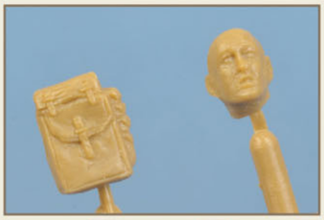
"WHO'S THAT?" GERMAN MOUNTAIN TROOPS & SOVIET MARINES, SPRING 1943
1:35 SCALE
KIT NO: MB3571

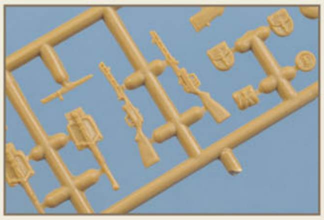
The first thing that invariably catches my attention and makes a model release a "must have" is great box art. Master Box is one of the best companies at doing this. Their artwork is absolutely first class with their illustrations capturing the atmosphere of a close encounter (of possibly the not so good kind).

Master Box's 1:35 scale "Who's That?" set is made up from six figures, their personal equipment and weapons. The larger sprue supplies all the figures and a separate smaller sprue delivers the rest. The parts to construct the six figures are logically grouped together although without part numbers on the sprue. This omission is partially addressed with a photo of the sprues and the corresponding part numbers on the back of the box. The back of the box also serves as the assembly and painting guide with the actual paint colours being up the model maker to seek out, as there are no model paint references.









The figures themselves are very well moulded and in some cases are the better than some of their resin counterparts.

The faces are represented with nicely detailed expressions and will look very good under a coat of paint.

The uniform detail on the three German Mountain Troops looks good to my eye with well moulded folds, creases and basic details. The poses appear realistic and I particularly like the animated stance of the German officer as he attempts to keep things quiet.

The three Soviet Marines are also well moulded. Again, the faces are very animated and their poses convey a good sense of the impending drama unfolding.

The weapons and personal gear sprue contains enough parts to fit out all the figures. The detail on the Russian machine gun barrel has the cooling slots nicely hollowed out. The detail on the German rifles is also quite nice.

This is pretty much a diorama out of the box. MiniArt is very good at this approach. I personally look forward to seeing more of these type of figure kits released in the future.

Highly Recommended.

Available online from Creative Models Limited www.creativemodels.co.uk

Ross Ferro

Diary Dates

To have your event included on this page, send your details to:
Diary Dates, ADH Publishing, Doolittle Mill, Doolittle Lane,
Totternhoe, Bedfordshire, LU6 1QX, UK
Tel:01525 222573·Fax:01525 222574·Email:editor@modelmilitary.com

March 19th-20th

The 2011 Southern Expo will be held at Hornchurch Sports Centre, Harrow Lodge Park, Hornchurch Road, Hornchurch, Essex, RM11 1JU.
Times are 10am to 5pm Saturday, and 10am to 4pm Sunday.
An Open Competition will be held on Sunday only.
Entry: Adults £3.00, Children £1 & Senior Citizens £2. All proceeds to St Francis Hospice.
For further details send an SAE to: Peter Bagshaw, 25 Repton Drive, Gidea Park, Essex, RM2 5LP
Tel: 01708 726102
SouthernExpo@tiscali.co.uk

March 26th

MILITARY IN MINIATURE – ALDERSHOT
Aldershot Branch of the BMSS and affiliated BFFS present their annual model show, Military in Miniature.
The show will feature open competition, displays, trade stands and refreshments. Free car parking is also available.
Military in Miniature will be held at Christ's College, Larch Avenue, Guildford, Surrey GU1 1JY, between 10.00am and 4.00pm on Saturday 26 March 2010.
For more information, please contact the show organiser Andrew Dunstan on andrew.dunstan@ntlworld.com or by phone on 01483 852 398.

March 26th-27th

IPMS Norway's Nationals.
On 26 and 27 March 2011, IPMS Norway is holding its annual competition and exhibition at Letohallen near Gardermoen International Airport. This is one of the largest model competitions in Scandinavia and, like last year, we will have different demonstrations and how-tos from both international and national modelbuilders.
For more information see www.ipmsnorge.org/portal/
Questions regarding the show can be sent to post@ipmsnorge.org
We would like to welcome all types of model builders from all parts of the world!

April 2nd

NewMod 2011
Newbury Scale Model Club will be holding their annual show, NewMod, at Park House School, Andover Road, Newbury, Berkshire, RG14 6NQ, on Saturday 2nd April 2011.
Doors open at 10:00 and the show closes at 16:00. Admission will be £3 for adults, £2 for concessions and £1 for children.
As well as traders, clubs, exhibitors and demonstrations the show features open senior and junior model competitions and an Airfix 'make and take' for the younger visitors. Hot and cold refreshments will be available and there is ample free on-site parking.
For up-to-date information on the event, please visit the NewMod show website at www.newmod.co.uk
If there are any further queries the organisers can be contacted via email on secretary@newburyscalemodelclub.org.uk

April 2nd

Mosquitocon XX
New Jersey IPMS is sponsoring Mosquitocon XX, our annual show, at the Wayne PAL Hall, Wayne, New Jersey. Show Theme: "The Roaring Twenties". New for this year is increased space for twice the usual number of hobby vendors. We welcome all types of models - aircraft, ships, armour, space, sci-fi, automotive, figures and dioramas. For armour builders, our show will be a great warm-up for the AMPS Nationals. Buzz on down to greatest hobby show on the east coast of the USA!
For more details contact Big Bill tomcatter53@optimum.net or the club's website www.njipms.org

April 6th-9th

AMPS 2011 International Show and Convention.
The AMPS 2011 Show will be held April 6-9th in historic Fredericksburg, Virginia, which is approximately an hour drive south of Washington, D.C..
This year's theme is 'Marine Armor' from all eras and nationalities. This event will feature on-site lodging as well as expanding the show by two days to allow for two military-history tours to include the National Marine Corps Museum (www.usmcmuseum.org) and the Virginia Museum of Military Vehicles (www.vmmv.org), Wednesday and Thursday, respectively.
This year's venue will be held at the Fredericksburg Hospitality House (www.fredericksburghospitalityhouse.com) which provides under one roof plenty of room for the model judging, displays, seminars and the vendors area.
If ever there's a show not to miss in 2011, this is the one. Visit www.amps-armor.org for additional show information, pre-registration which begins 15 January and regular show updates. See you there! Ooh Rah!

April 9th

Sword & Lance 2011 will be presented by Darlington Military Modelling Society at the Arts Centre, Vane Terrace, Darlington DL3 7AX.
Doors open 10 am to 4.30 pm.
Model and Militaria displays, Demonstrations, Trade stands and Open Model Competition with sections for:- Military Figure, Aircraft and Vehicle painters, Military Modelling (scratchbuilt/ conversion, vignettes and dioramas), Miscellaneous and Juniors.
Licensed bar plus hot and cold refreshments also available.
Do not miss those brilliant modellers, Carl Reid and David Zabrocki, who will be doing talks on how they produce their excellent Euro Militaire Award winning models.
Admission £2.00 Adults, £1.00 Senior Citizens & Children, For further details, contact: Colin Holmes, 127 Dinsdale Crescent, Darlington, Co., Durham, DL1 1EZ. Tel. 01325 489801 or by e-mail on c20hms@gmail.com (please note new email address)

April 16th

The Plymouth Model Show will be held at Plymouth Guildhall with disabled access from 10-4.30 on Saturday 16th April 2011.
20+ clubs and traders will be present. Static and R/C Models, war gaming display and model railway will also be in attendance.
Refreshments and a raffle will be held during the day.
For further details, please contact David Watson on 01752 518287 or email spotandjoe@blueyonder.co.uk

April 30th

IPMS Houston Modelmania 2011 will be held on April 30, 2011 at the Stafford Center, 10505 Cash Road, Stafford, Texas.
For further information contact: Richard Kern by telephone on 713-320-3599; or by email on richardbkern@gmail.com
www.ipms-houston.org

April 30th-May 2nd

The South West Model Engineering, Model Making & Hobbies Exhibition.
www.swmee.co.uk
The South West Model Show grows to a three day event!
The fourth South West Model Engineering, Model Making and Hobbies Exhibition 2011 (SWMEE) opens its doors now for three days from Saturday 30th April – 2nd May 2011 at the Royal Bath & West Showground.

May 8th

Modellbaufreunde Siegen Model Show, Germany.
8th Modellbaufreunde Siegen Model Show will be held on 8 May 2011 at Festival Hall in Wilnsdorf, Germany.
For more information please email info@modellbaufreunde-siegen.de or visit www.modellbaufreunde-siegen.de

May 15th

MIDLAND EXPO 2011
IPMS Birmingham is pleased to announce the return of Midland Expo at a new venue, Cocks Moors Woods Leisure Centre and Golf Course, Alcester Road South, Kings Heath, Birmingham. B14 6ER., in 2011.
We have a confirmed date of Sunday 15th May 2011 for the show and look forward to seeing many of the regular exhibitors, traders and vistors who used to attend Midland Expo at the old venue.

May 21st-22nd

Scale ACT '11
At the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, Canberra, Australian Capital Territory (ACT), AUSTRALIA.
This two day modelling event features:
- scale model displays,
- competitions,
- local and interstate traders,
- a swap 'n sell, and
- a dinner on the Saturday evening.

More detailed information go to www.actsms.asn.au
Contact: actsms@hotmail.com

May 22nd

The Northern Model Show 2011
IPMS Tyneside's 'Northern Model Show' is to be held on Sunday 22 May 2011 at Temple Park Leisure centre in South Shields NE34 8QN.
Entry is £3.50 for adults and £1.70 for children and concession holders.
Booking details are available from Graham Trotter by phone on 07876 441 701; or by email at grahamjt9@yahoo.co.uk

Small Scale A round-up of the latest news and releases in 1:72 and 1:76

BRENGUN

WASSERFALL GROUND TO AIR ANTI-AIRCRAFT MISSILE
1:144 SCALE
ITEM NO. BRS 144005

Brengun is a Czech brand linked to the Hauler label. The name Brengun Models is particularly appropriate as they are based in Brno where the superb Bren light machine gun originated from. They offer a number of kits, detail sets, accessories and conversions in 1:144, 1:72 and 1:48 scales. Some are very useful additions for existing kits and others are unusual full kits in themselves such as a Freya radar station. 1:144 seems to be their most popular scale in terms release numbers at this stage.

The Wasserfall was a late WWII German ground-to-air anti-aircraft missile, and is generally regarded as being the first of its kind. It never progressed beyond the development stage, and it seems fair to say that rocket technology was ahead of guidance technology at the time. After all, a Manual Command to Line Of Sight (MCLOS) system might be fine for 1-3 km anti-tank weapons, but it stretches things a bit to hit a bomber at 26,000 ft flying at 250 mph. The nighttime version was to again be manually steered, but using a radar screen! These limitations aside, the design was a revelation to both the conquering Western Allies and the Soviet Union. As such it influenced many early US and Soviet anti-aircraft missiles, as well as missiles for other purposes. More complete accounts of this ground-breaking design are readily available after a quick web search.

This item is a fairly simple affair, packed in two cellophane bags stapled to a card header. Included in this package are diagrammatic instructions with a parts map and clear indication of how the kit should be assembled. They also provide a painting guide for various colour schemes.

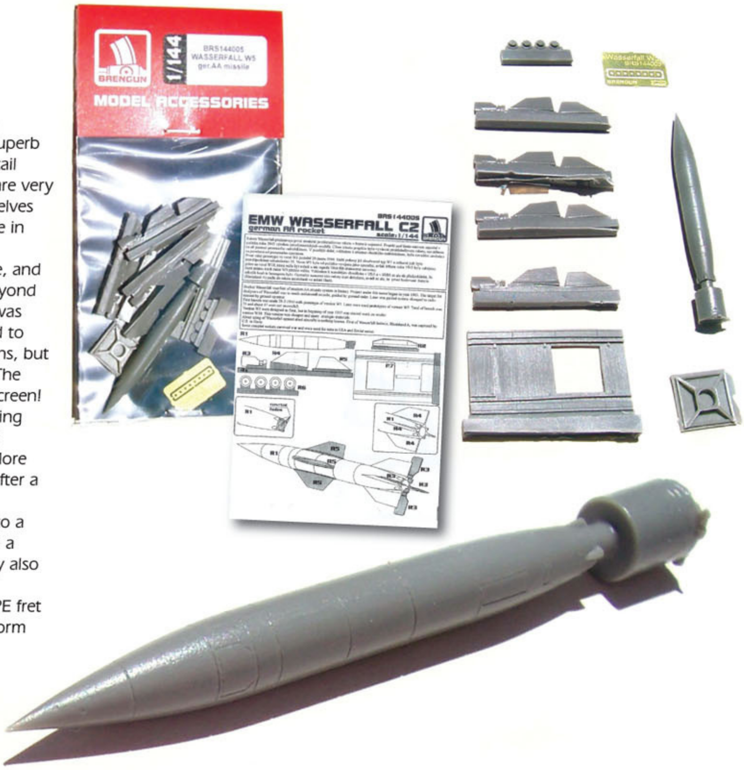
The resin parts are very cleanly cast and appear faultless, and the small PE fret is also to a high standard. The kit has the small wheeled launching platform the rode on small rails, the rails being provided as part of a resin base.

This is a simple and well-produced kit of an unusual subject.

Recommended.

Thanks to Brengun Models for the review sample www.brengun.cz

Mark Davies



SMALL SCALE GALLERY

REVELL 1:72 PANZER III AUSF. L

Tomasz Hejmo has sent these photos of his 1:72 scale Revell Panzer III Ausf. L, kit number 80-3133. He added grilles made from a Lipton tea bag and Tamiya masking tape.

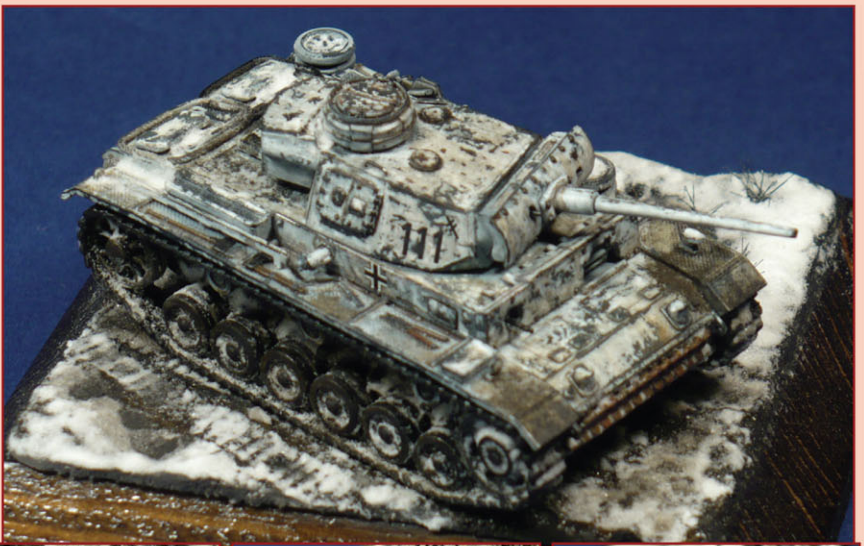
The model was painted with a base coat of Panzer Grey with Vallejo acrylics, then covered with hairspray followed by a thin airbrushed layer of Gunze acrylic White. Some of the white colour was removed with a wet brush. Paler areas of winter camouflage were then painted on with a fine brush. Oil paints were also used to make washes, filters and fading and to create a colour base for mud on fenders and rear plate.

Mud on the lower hull is made from Vallejo pigments in brown tints.

The snow is baking soda mixed with water and white glue.

Terrain is a mix of plaster, white glue, water and fine sand. It was painted with airbrush and covered with snow.

The frozen pools were built up from a few thin layers of Vallejo Thinners.



Pz.Kpfw.VI
Ausf.E
TIGER I
INITIAL PRODUCTION
s.Pz.Abt.502 LENINGRAD REGION 1942/43
DRAGON
1:72
ARMOR PRO
3

Glen Porter examines Dragon's latest 1:72 scale Tiger I, and finds that it is an all-new and all-conquering kit.

THE NEW KING OF TINY TOWN TIGERS

Over the last twelve to eighteen months, Dragon has taken over the mantle of top dog in 1:72 scale armour. They're not perfect mind you. Some say their pricing is too high, their instructions could do with some improvement and some of their early kits, still on sale today, were woeful.

But they got better, and it happened so quickly that it seemed as if a new manufacturer had come on to the market.

Now Dragon has just released two Tiger I kits that are astounding. They are so good that they are without a doubt the best in the scale with a level of detail and accuracy never before seen in this scale.

However, they are not Dragon's first Tiger Is and, like the Royal Navy's Dreadnought, they have made all of their own earlier Tiger I kits redundant. Dragon has already given us the late production, mid production, mid with Zimmerit and a hybrid Tiger but they are all based on the same set of very early moulds from way back when Dragon first got into this scale with armour.

These new kits are termed Initial Production Tigers, kit Nos. 7370 and 7376, and they are the first of the Early Production kits. The two kits are almost identical in content with the main difference being the turret bins carried by the various vehicles.

The first kit, 7370, has one or two bins on the sides of the turret as opposed to on the rear and only one decal option, a vehicle seen in Leningrad in 1942. 7376, on the other hand, has a smaller Panzer III based bin on the rear of the turret, two decal options, one with lots of winter camouflage like 7370 and another in overall Panzer Grey, Leningrad area 1942/43.

Both kits comprise 137 parts in grey plastic, eleven photo-etched parts on one fret including mesh engine screens and mudguards, a spool of fine metal wire for tow cables and two full-length flexible DS tracks.

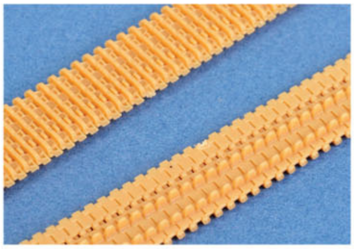
These two Initial Production Tiger kits have much more detail than earlier Tigers from Dragon. For a start, they are the only ones in the scale with the correct asymmetric turret. All of the hatches, both in the turret and the hull, can be modelled in the open position and have underside detailed. There is full radiator detail under the engine deck, which I find kind of curious as little will be visible once the deck is installed, and PE mesh screens fitted over that.

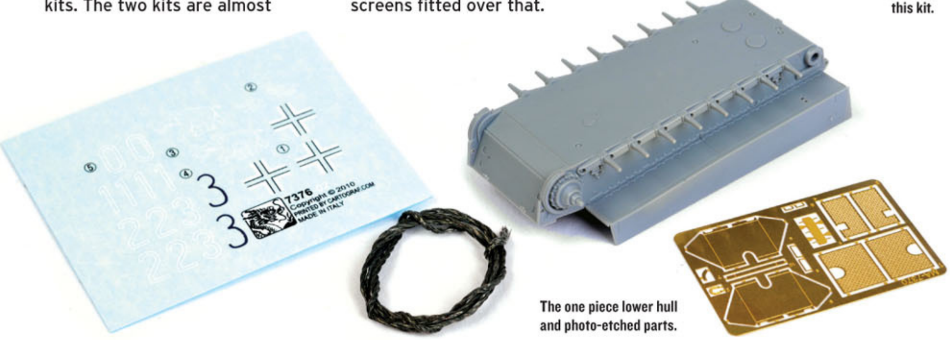
Then there is the turret interior. This is not a full interior but much more than usual with full main gun breech detail plus Loader's and Commander's seating.

The instructions advise which parts are not for use. The parts omitted for use on this kit but included on the sprues suggest to me that other early production vehicles are planned for future release. The question that begs now is, will Dragon go back and redo the mid-production, mid with Zimmerit, hybrid and late production Tiger Is using these upgraded, much more detailed and accurate sprues?'

Only time will tell. Watch this space! ■

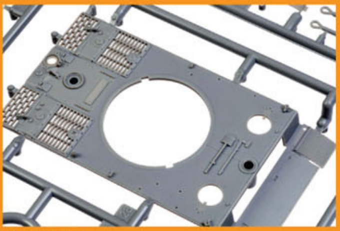
Thanks to The Hobby Company Limited for the sample
www.hobbyco.net


Dragon's excellent full-length DS tracks are supplied with this kit.

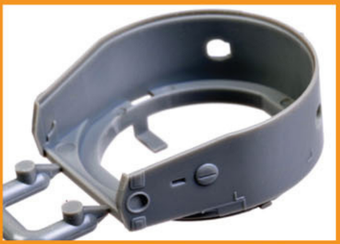


The one piece lower hull and photo-etched parts.

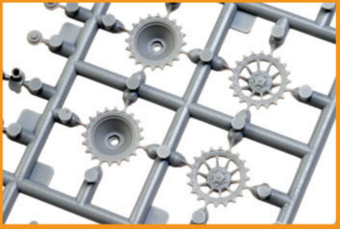
Two marking options are offered with kit no. 7376. A spool of metal wire is also provided for tow cable.

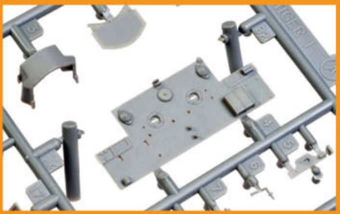

The upper hull.

Dragon's main turret part.

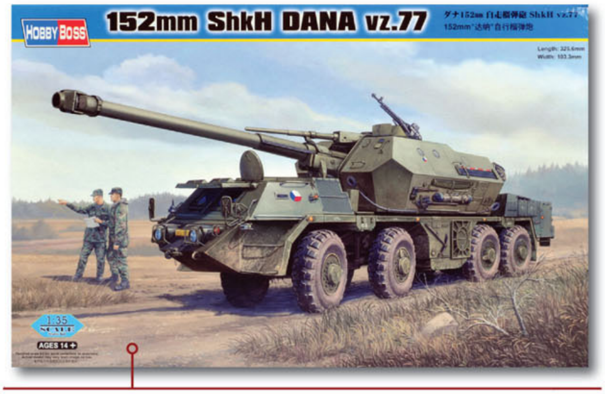

The turret accurately depicts the asymmetrical shape when viewed from above.

Engine radiator detail is provided below the rear deck.


The drive sprockets and wheels are very well done. Engineering is clever too, making for easy assembly.


The rear hull plate.

Alternate mantlets may be seen on the sprues.



HOBBYBOSS

1:35 SCALE
152MM SHKH DANA VZ.77
ITEM NO 85501

When I heard that this kit was coming from HobbyBoss, I couldn't wait for it to hit the shelves. Now that I have one, I am certainly not disappointed. This is not a small kit, measuring at 325.6mm in length and 103.3mm in width, which just shows how big this beast is in real life.

The box is packed with 15 sprues and six body pieces, making for a total of 545 parts in plastic; plus two photo-etched frets with 85 parts, eight vinyl tyres, two metal springs, two PVC windscreens and a sheet of decals with four choices of vehicle, a 32 page instruction sheet and lastly, an A4 double sided colour sheet. Wow, now that's a full box!

All the parts seem to be very well detailed with minimal to no flash, although some will require careful removal from the sprue due to small size.

The build sequence is well illustrated down in the instructions, showing all areas to be including inside the driver's cabin, the chassis, gun, engine, everything!

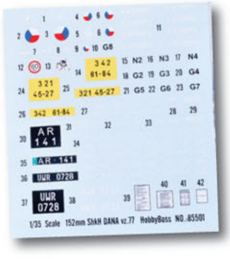
Four marking options are available wearing different camouflage schemes, from a single colour green to two nice camouflage patterns. All look very interesting.

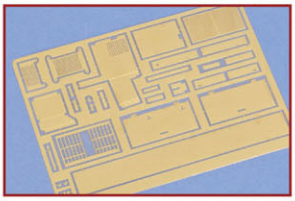
HobbyBoss' 1:35 scale DANA SPG is a fantastic model of a very impressive artillery piece. It is modern and in front line use today, even serving in Afghanistan with the Polish Military. What more could you ask for? More please Mr. HobbyBoss.

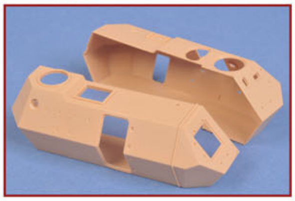
Highly Recommended.

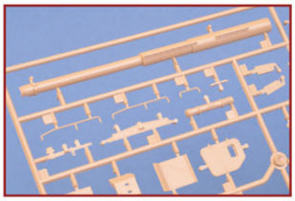
HobbyBoss products are available online from Creative Models Limited www.creativemodels.net

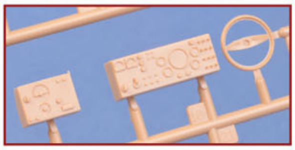
Andrew Judson

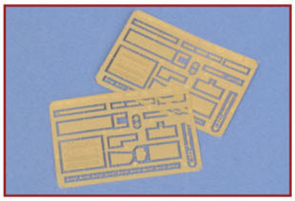












DUST MODELS
D35030
"RYU"
SCHWER PANZER KAMPFLAÜFER III-A(J)"
201
1:35
SCALE RESIN MODEL KIT
PAOLO PARENTE'S DUST

DUST MODELS

1:35 SCALE
RYU SCHWER PANZER KAMPFLAUFER 111-A (J)
ITEM D35030

The Dust range of kits and accessories set in an alternative time-line. It relies heavily on the premise of alien technology prolonging and improving World War II weapons systems.

My late father was a comic strip artist of some note and as a result I was immersed from an early age in science fiction, comics and indeed so-called "Fandom" Science fiction. Fandom is a funny beast it can (and often does) range from the ridiculous to the quite serious.

The range of Dust kits is in my opinion aimed at primarily at the collector. I say this as the packaging (in both an upper and lower vac form clear trays) just looks to be aimed at this target audience. I'll boldly make a prediction and say this range of kits (if unopened) will be worth a fortune to the science fiction collector market in 10 year's time.

Dust's new RYU Schwer Panzer Kampflaufer 111-A (J) has 67 dark grey resin parts with only some having very small casting blocks attached to them. No casting imperfections were encountered on any of the parts, in fact this is some of the best resin casting I have seen, and it's as good as in injection plastic in a lot of ways.

The instructions are both clear and very well drawn but they may be a little brief for some.

The legs are set in the "squat "or "parked" position but may be easily repositioned with a little work.

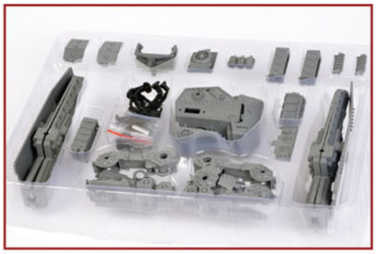
The kit is quite simple and would take no longer than a day to build prepare for painting. From my point of view this ease of assembly is the strength of this kit. It will lead to greater amount of time devoted to placing it in an interesting setting or indeed having an interesting camouflage.

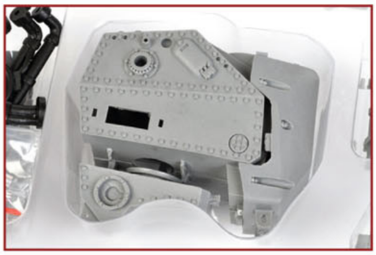
Although the subject matter may not be to everyone's tastes, I like this kit as it brings the fun back into the hobby and that's what it is really all about. This is a very impressive model.

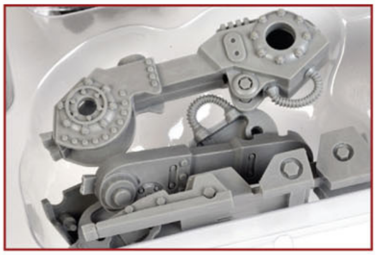
Highly Recommended.

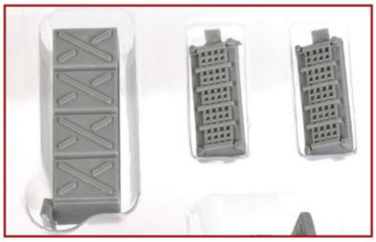
Available online direct from Paolo Parente's Dust website www.dustgame.com

Luke Pitt









J’S WORK MODEL

1:35 SCALE

COLOURED PAPER FOLIAGE

Anyone who has ever made a scale figure or diorama is often faced with the quite vexing problem of how to create realistic foliage for his or her mini masterpiece. The problem is a difficult one and has been addressed for the most part by various products that either look out of scale or aren’t quite right. Photo-etched foliage has, for many, been the only answer. However, this presents its own set of problems, namely price, availability and the inherent difficulty of the medium to hold paint while being bent.

Until now, paper products have been produced in a raw state and while this has addressed the paint bending issue, many modellers have found choosing the correct colours to be difficult.

J’s Work has addressed this by laser cutting their foliage on to pre-coloured paper. Another great aspect of this range is the sheer variety of foliage shapes on offer. A few examples include roses, ferns, ivy vines, sunflowers, tropical grasses, and tropical plants to complete palms fronds. I am very impressed with the range and the colours depicted. The subtle greens and browns of the tropical plants are very well done and each is just slightly different in colour and indeed texture.

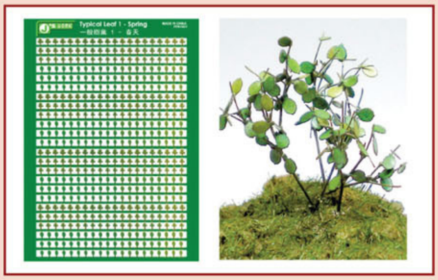
Anyone who has followed my models in this magazine will know I like a bit of foliage on my vehicles and this new product range looks to make my next foliage job just a little bit easier.

Highly Recommended.

J’s Work products are available online from their website www.jsworkmodel.com and from Lucky Model www.luckymodel.com

Luke Pitt

Typical Leaf 1 - Autumn



Tropical Jungle 1

Typical Grass 1

VOYAGER MODELS

1:35 SCALE

PHOTO-ETCHED UPDATES FOR THE T-55

Voyager has recently released three detail sets specifically designed for Tamiya’s 1:35 scale T-55 kit. I have gathered all three sets intended for this kit for this mini-review. The thing that I am always impressed by with these sets from Voyager is their finesse and value for money.

- PE35295: T55A update (for the Tamiya kit)
- PE35296: T55A fenders (for the Tamiya kit)
- PEA140: T55A Stowage Bins (for the Tamiya kit)

The first set is the exterior update (PE35295). This comprises five photo-etched frets together with six turned brass parts, six lengths of wire, one length of tow rope and four finely cast resin pieces. Three well laid out pages of instructions cover 105 construction sequences and cover most of the detail on the exterior of the vehicle. The photo-etch is very well done, with cleanly defined bend marks in evidence. The engine screens for example are very fine and is quite simply breath taking in its execution. In fact, all of the exterior detail is either replaced or modified to some extent and to be honest, would look fantastic when done but will be very time consuming to construct - but then again, what etch isn’t!

Also included is a length of tow rope on soft brass twine, which is meant to be attached to the very finely cast resin end pieces. This is an outstanding set

The second set under review replaces the fenders (PE35296). This is made up of one fret and covers all of fenders on early T-55’s. With two pages of instructions and 5 assembly sequences, the set is simplicity itself.

VOYAGERMODEL®
The Best Upgrade Solution
PE35295 PE35296 PEA140

VOYAGERMODEL®
The Best Upgrade Solution
PE35295 PE35296 PEA140

VOYAGERMODEL®
The Best Upgrade Solution
PE35295 PE35296 PEA140

The photo-etch is well done, with the bend marks on the fenders being clearly defined. The rivets are represented by round depressions on the photo etch and again are very well done. The characteristic brackets on the inside of the front round fender are also included as is the very tricky to assemble front hinge. There is a lot to like about this set, as it is easy to assemble and would enhance the already excellent Tamiya kit. A few years ago I built, fenders out of 10 thou plastic card for my example but found, battle damage was next to impossible to achieve in this medium. Brass lends itself to battle damage as only etch can. When I build my next example of this kit I will use this set.

The last set intended for the T-55 is all the exterior stowage bins (PEA140). This set, contains two photo etch frets together with one length of wire. Two pages of instructions cover 33 construction sequences including most of the box like stowage bins on the exterior of the vehicle. The photo etch, is very well done, with cleanly defined bend marks in evidence.

The real beauty of these bins is that they can be (if desired) be modelled in the open position as they have the correct wall thickness and include all the hinge and locking hardware.

As with all photo etch of this type the building can be both tedious and at the same time rewarding. Overall, however, this set is well done and should be easy to assemble. These set would enhance the Tamiya kit a great deal.

Highly Recommended.

Thanks to Voyager Model for the sample www.voyagermodel.com

Luke Pitt

DRAGON

1:6 SCALE BRITISH PIAT & ENFIELD NO.4 MK1 RIFLE • KIT NO. 75027

Dragon`s 1:6 scale range of infantry weapon kits is steadily growing with the introduction of two of the British Army`s most iconic weapons of World War Two; the anti-tank PIAT weapon, and the Lee Enfield Rifle.

Designed by Lt-Col Blacker of the Royal Artillery, the Projectile Infantry Anti-Tank (PIAT) entered service in 1942.

Weighing 32 lbs, the PIAT held its single bomb on a tray at the front end of the projector. The weapon was cocked by standing on the butt-plate to hold it to the floor, while the body was lifted to compress the spring inside the body into the cocked position.

Upon firing, the spring drove a firing spigot into the bomb's tail which fired the explosive and propelled the bomb forwards. In theory the recoil would then re-cock the device ready for firing again. Although the bomb could reach 750 yards, its effective range was about 100 yards.

The PIAT was never a popular weapon due to it being difficult to load, and having tremendous recoil. Despite this it was grudgingly accepted as being a weapon that could stop a tank.

Perhaps the most famous use of the PIAT was during the Italian Campaign, when Fusilier Arthur Jefferson of the Lancashire Fusiliers fired one from the hip, stopping two Tiger tanks. For this he was awarded the Victoria Cross. Some troopers commenting that this was for actually firing the PIAT from the hip, let alone stopping tanks with the weapon.

At around 6 1/2" (165mm) long, the Dragon 1:6 scale version makes up two of the three sprues in this kit. Injection moulded in their traditional light grey plastic, the parts are crisp and well formed with very little flash.

Once assembled the Dragon 1:6 scale PIAT has an adjustable height support and sights. The PIAT is also supplied with three bombs and an ammunition carry-case, although the effect case can`t actually hold the rounds.

The waterslide decals are all for use on the bombs, while two peel-off transfers are used for the straps on the carry-case. A cloth sling, cheek-pad and butt protector are also included in the kit.

The single page instruction sheet assumes that you can assemble these model weapons from completed photos, with no build-up shots. Thankfully it is a straight-forward assembly, and anyone who has made a kit before should be able to work to these simplistic instructions.

The remaining sprue holds the components for the Enfield No.4 Mk.1 rifle, better know as the Lee Enfield Mk.4.

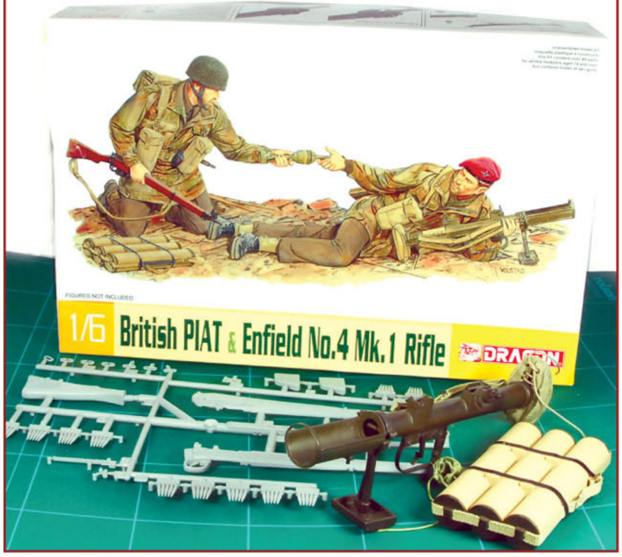
Firing the traditional British .303 round, this rifle was an improvement on the earlier SMLE version that was used so effectively during the First World War. Introduced in 1939, the Lee Enfield Mk4 equipped the British Army until 1957 when it was replaced with a self-loading rifle. An ultra-accurate and reliable weapon, modified Lee Enfields continued in service well into the 1980s, being employed as sniper rifles.

At around 7 1/2" (195mm) long, the Dragon Lee Enfield Mk4 comprises of nine parts. Once assembled it features a working bolt, removable magazine and flip-up rear sight. A cloth sling with brass fittings is included in the kit, along with nine plastic five-round clips of 1:6 scale .303 ammunition.

At around £16 for the kit including both weapons, this twin-pack makes an interesting addition to a large-scale modellers armoury.

Highly Recommended.

Dragon kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net



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- Steve A. Evans concludes this two-part coverage of his build of the Airfix 1:24 Mosquito
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- Chris Wauchop refines Hasegawa's 1:32 Fw190A-8
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HANG ON BOYS!

Letters

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Tel: 01525 222573 Fax: 01525 222574
The views expressed are not necessarily those of the editor or publisher.
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GERMAN UNIFORM COLOURS

I am having trouble trying to achieve the correct colour for the German uniform of WWII The colour that Tamiya suggests does not look right. When I check on the Internet, people have different ideas for the colour. Can you give me a guide as to the colours I should use?
The range of paints I have are Tamiya, Vallejo acrylics; and Revell, Humbrol enamels.
Or would you at some point do an article on uniform colours for all the armies on WWII?

Thanks,
Mike Halliwell
United Kingdom

Ed Says, ***Hi Mike, Trying to match any colour in small scale can be fraught with frustration, and uniform colours are especially difficult. If you have seen wartime colour photos or film, you might gave noticed a wide variation in the shade of the German uniform colour. In theory, the colour was called Field Grey, but in practice the colour could range from a fairly deep grey-green colour when new to a much paler shade when worn and faded.***

I would not claim to be much of a figure modeller myself, but I have noted that a number of experts in the field such as Matt Wellhouser use Vallejo 102, WWII German Field Grey, as a base colour. This looks like a good match. You can see some of Matt's figures in the accompanying photograph, including his interpretation of Field Grey in 1:35 scale.

Of course, shadows and highlights will need to be mixed with darker and paler colours respectively; and this does not take into account fading, wear and tear.

It might be interesting to mix a slightly different shade for the trousers and tunic on a single figure, then add shading and weathering to taste. Instead of mixing Field Grey with white, I would recommend that you use a camouflage dark yellow (such as Tamiya's XF-59 Desert Yellow) to obtain your paler shade. Also bear in mind that the base colour may change significantly if you plan to add later filters and washes over the Field Grey uniform.

In the end, the best solution is to experiment with different paint brands and colours until you obtain a result that you are happy with. Mind you, it might be a nice idea for us to publish a detailed article on German uniform colours. In fact, considering the complexity of the various uniform styles, colours and patterns, it might be a good idea for a series!

Any takers?

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48th 1:48 Scale - A round-up of the latest news and releases

THE GRUMPY HOBBY SHOP OWNER

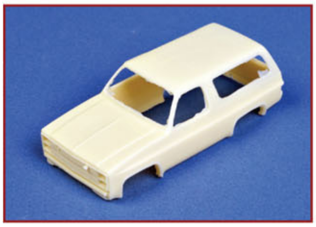
I was recently on holiday and found myself in a capital city with a bit of time on my hands. This particular city is very well catered for in terms of hobby and military books shops. My first port of call was a military bookshop that was so well stocked I found myself like a kid in a candy shop. The staff were most helpful and as a result I found myself buying a few books. My second stop was a hobby store. I was on the hunt for Vallejo paint. I generally like to buy my paint off the rack. Unfortunately, the store didn't have it and the very young sale assistant really didn't know what I was talking about. I proceeded to the second shop and asked at the counter if they stocked the paint. I was told if it's not on the self they didn't have it, I felt uncomfortable even being in the store as the guy behind the counter looked angry that I had even dared to ask a question. The last shop was a combination of the two, the junior staff member had basically no idea and the owner just didn't want to know.

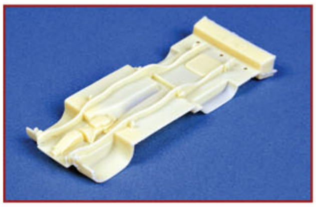
While I was roaming the aisles, I was approached by a young couple wanting to buy a kit for their son. They told me he had expressed an interest in tanks and needed an easy kit to keep his interest going. At this point, I thought to myself, do I look like a helpful guy or something? Anyway, I steered them to the Tamiya 1:48 scale military section - I'm a bad man! Regardless, they seemed pleased that the kits were easy to build. The thought then crossed my mind about hobby shop staff, firstly that they should be helpful and approachable, and secondly that owners should try to foster a welcoming atmosphere.

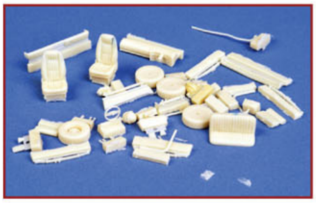
If you own a hobby shop, try to employ someone who is at the very least is interested in the hobby. I understand in these tough economic time both of these are difficult to do but the bottom line is, if the shop is not welcoming and interesting then punters will not came back. It's as simple as that.

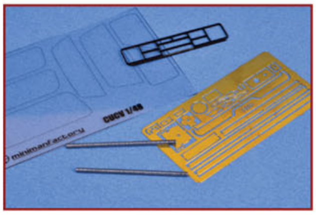
Until next time Luke Pitt

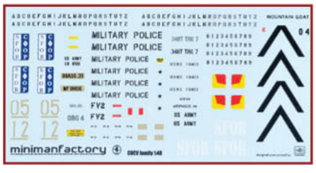
M1009 CUCV
COMMERCIAL UTILITY CARGO VECHILE
MMF 35015
MULTIMEDIA RESIN KIT
SCALE 1/48











MINIMAN FACTORY

1:48 SCALE M1009 CUCV
KIT NO. MMF 48001

The CUCV program was instituted in the late 1970s to provide the US Army with a cheaper alternative to the Humvee. The program was a dismal failure, as the vehicles, based on standard civilian types, could not withstand the rough treatment they received. Even so, there is a certain degree of "coolness" associated with any civilian vehicle pressed into military service.

The M1009 is based on the GM Blazer SUV and to my mind looks ultra cool with its wide wheels set high on a 4x4 chassis. The model looks to be a simplified and panograph down copy of their 35th scale kit and this means items like the wheels and body shell are done with a precision and finesse that is not normally associated in 48th scale vehicles of this type. The wheels for example have an outstanding tread pattern and even come complete with a Goodyear logo on the tyre side wall. The resin parts are wonderfully cast and show no imperfections whatsoever. Useful and very well done photo-etched and decal sheets are included with more than six vehicles marking choices included. The bull bar is of particular note as it is made up of laser cut cardboard and is both well detailed and superbly executed.

The clear parts are presented as printed acetate sheet.

The only downside to this kit is the instructions. They consist of just four small pages and really don't do the job very well. I would hope that a modified version of the 1:35 scale instructions are included in future editions of this kit, as they are far better in both, history, part placement and camouflage options.

On balance I am very impressed with this release. I have been told by the manufacture that if this sells well then we may see the Kraz-255, Uaz-452/452D and the M915 series from this manufacturer too. In my opinion, if you have even the slightest interest in modern vehicles and 1:48 scale models, you would be mad not to buy this kit.

It is, quite simply, superb.

Highly Recommended.

Thanks to Miniman Factory for the sample www.minimanfactory.com

Luke Pitt

www.hauler.cz
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STEYR 1500 Pritsche RAILWAY
1/48
HLX48304
Tracks are not included
CONVERSION SET FOR TAMIYA KIT

HAULER

STEYER 1500 PRITSCHE RAILWAY TRUCK CONVERSION
KIT NO. HLX48304

The Pritsche version of the Steyer 1500 truck was adopted for railway use with a set of solid steel wheels in place of the standard tyres. Hauler's 1:48 scale set converts either version of Tamiya's Steyer kits and comprises 24 cleanly cast resin pieces with a small photo-etched fret.

The well-illustrated instruction sheet covers 13 construction sequences. Care will be needed when removing the resin casting blocks from some parts such as the large cab casting. Some minor trimming will be needed to preserve the door recess where the excess resin meets the top of the cab but generally the casting is very well done. The wooden tray (or cargo area) consists of seven pieces, and has a very fine and in scale woodgrain effect on the boards themselves.

Reference for this vehicle can be hard to come by as most wartime photo records generally cover the hero vehicles like tanks.

While the castings are cleanly moulded, the exclusion of the windows is a little odd. The accuracy of the cab with its subtle curves, however, is spot on.

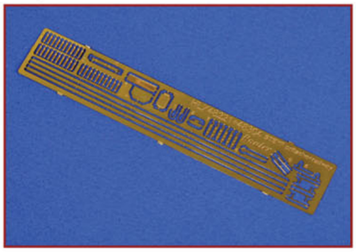
The box top photograph shows the rail wheels set close to the mudguards but my references indicate that they should be a little further away. This accuracy issue is open to interpretation.

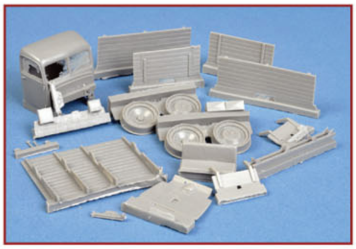
Hauler's 1:48 scale Steyer 1500 Pritsche Railway Truck Conversion is a different and well presented package. If you are like me and love something a little different then this may be the kit for you.

Highly Recommended.

Thanks to Hauler for the sample www.hauler.cz

Luke Pitt





Luke Pitt hosts MMI's examination of the growing world of 1:48 scale military models, figures and accessories.

MMI 1:48 Scale Q&A with Luciano Rodriguez

Luciano Rodriguez is a 43 years old Spaniard who lives with his wife and two children on the Canary Islands. Luciano works as Network Administrator for a large local government organisation. He has been making models from an early age. His style and impeccable presentation have influence to many (including myself) and he is always willing to help and guide others. In my opinion, he has been a driving force in bringing 1:48 scale military modelling to the fore. His opinion of his models is much like mine and that is, you can always do better.

Aside from this, he is regular contributor to many international modelling magazines. His 1:48 scale modelling articles have been published in 15 countries and has been translated into over 12 languages. Luciano is also the host of the Missing-Lynx 1:48 scale Discussion Group www.network54.com/Forum/527528/ and he also manages his own website devoted of 1:48th scale AFV modelling www.onefortyeight.com

THE INTERVIEW

Luke: Hi Lu. Good to have you with us. What would you consider to be your best 1:48 scale model and why?

Lu: ***Hi Luke. I usually consider my latest model as my best as I feel my models (to my mind) expire quickly. My modelling techniques are evolving continuously as do my moods and views on finishing. I always note the differences between my latest and earlier works and that makes me think about what I can do improve my next one. Like most of us, I have my favourites. If I have to pick one only then I my choice would be my Gasoline Mk.A Whippet tank. I made this one some years ago. The kit has some shortcomings and the model has been surpassed technically by others I made later but the model opened my mind to all kinds of weathering techniques without (in my opinion) overdoing it. I think that WWI AFVs offer very unique subjects for that sort of thing.***

Luke: What is the most influential 1:48 scale model you have seen in print and why?

Lu: ***Like many modellers, I could be considered a newbie when Tamiya resurrected 1:48 scale military models in late 2004. As a result of this we did not have a direct influence then, because 1:48 scale models were very marginal in this initial period, but fortunately the situation has changed drastically and we can see excellent models in print worldwide. It is hard to me to mention just one person as there are a bunch of notable authors that I currently admire (Pat Johnston, Mike Rinaldi, Murat Ozgul, Joaquin G. Gazquez, Domingo Hernandez to mention but a few) but the most impressive 1:48 scale works for me are all Japanese modellers. I say this without hesitation. "Dare Devil" (by various authors) and "The Bird has Landed" (by my good old friend Kazuya Yoshioka) are two dioramas always inspiring to me (amongst others). These guys seem to grasp the big picture of what 1:48 scale modelling should be and I admire that.***

Luke: Yes, some of our Japanese brothers are doing some outstanding work Lu, I know you have a contact base in Japan and I'd like to interview a few of these guys, anyway If you had to pick one kit that should be made in 1:48 scale, what would that be?

Lu: ***You may not believe it, but I have never had a 1:48 scale wish list! I think for me it is a matter of personal preference. I am the type of guy who more prefers to enjoy what we have rather than to whine about what we don't have. I am very satisfied with the current models on offer plus the various new kits are coming year by year. I have my preferences however, but the facts are that I am often surprised by new releases that suddenly become appealing to me and the current release rate is higher than my production rate so, there are always kits left to make. The 1:48 scale range by various manufacturers can keep me busy for years and it keeps on increasing year by year. In my view, 1:48 scale is destined to become the second scale by nature and definition - I mean the one between 1:72 and 1:35. There will be enough kits to satisfy everyone in the coming years.***

Acceptance of the scale will be accomplished little by little and although the popularity of the scale is moderate in some circles still (like modelling events and big Internet sites), its presence in the specialized press is very strong That means thousands of minds are being influenced by the current state of 1:48 scale, and that helps. The race for popularity is a marathon and not a sprint. The 1:48 scale community has to be patient but also has to be active to speed up the process by increasing our presence in all modelling spheres as much as we can and by creating a 1:48 scale modelling culture.

Luke: Thanks for your time Lu. I am always inspired by your builds and know a lot of others are too.

Lu: ***Thanks for the great work you are doing with the column Luke.***

STRADA DELL'ASSE ACHSENSTRASSE

Feldpost
zum Fliegerhorst
Nachschubstab von der Truppen
Feldlazarett
132

Italeri continues to release mainstream 1:48 scale military plastic kits and should be congratulated for their efforts. While both of these kits have a few faults, each is the only game in town in plastic and will have multiple uses for both dioramas and as stand-alone pieces. **Luke Pitt** picks up the story.

KIT PREVIEW *Italeri 1:48 scale Sd. Kfz 234/2 Puma • Kit No. 6601*

Sd. Kfz 234/2 Puma
No 6601
1:48
ITALERI
Brand New Tooling

Three late-war marking options are offered.

111
432
7101
No. 6601 Sd.Kfz. 234/2 PUMA
ITALERI

Decals are well printed.

MID-SCALE PUMA

The first kit for review is Sd.Kfz 234/2. The 234 series of vehicles first appeared in 1944 and was an attempt to rectify several areas that were seen as problems, in the earlier versions of these eight wheeled armoured cars. The so-called Puma version of this series mounted a 50cm gun in a turret designed by Daimler-Benz for the ill fated Leopard light reconnaissance tank.

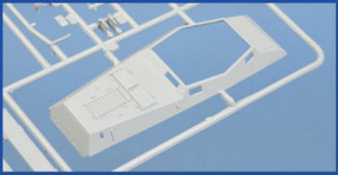
This new 1:48 scale model from Italeri is spread over four light grey sprues with some fine detail in evidence. The weld marks, for instance, are very well done. Two full sprues make up the running gear and are (for the most part) very well detailed. The tyres and hubs are molded together and split down the centre, this results in a tyre that has the correct outside diameter but is slightly too wide. The detail is good though.

The only negative point on this sprue is the inclusion of the jerry cans, which are too small, and of the wrong shape. These would best be replaced.

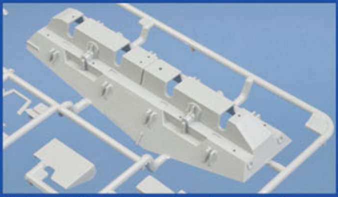
The turret scales out well but the he 50mm gun barrel is a little thin and the muzzle brake fairly basic.

The main body is split in two with the upper and lower sections showing crisp detail on all surfaces and wel detailed mudguards. The parts breakdown would indicate that at least three other versions could be produced without too much trouble and I for one hope this is the case.

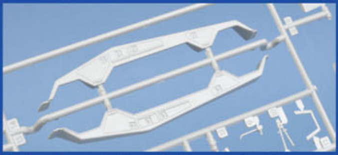
I know that some reviewers have been harsh on this model, but I for one welcome it. The kit has no really "fatal flaws" and all of the problems are easily fixed. Gasoline (www.quarter-kit.com) now has a set of replacement wheels and Hauler offers a photo-etched detail set so, with a little work, a very fine model can be produced. ■



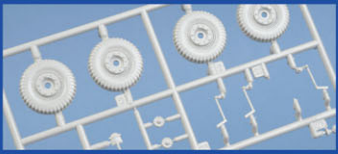
The one-piece upper body is very well done.



The lower hull is a plastic part – no die-cast here!



Mudguards are crisply moulded as separate parts.



Wheels and tyres are also injection moulded plastic.

KIT PREVIEW *Italeri 1:48 scale Kfz. 285 Tankwagen • Kit No. 6604*

The three colour options are quite varied.

No. 6604 Kfz 385 TANKWAGEN
ITALERI

The decal sheet for the Tankwagen.

Kfz. 385 Tankwagen
No 6604
1:48
ITALERI
Brand New Tooling

VERSATILE REFUELLER

The Tankwagen was the mainstay of the Luftwaffe for the transportation and delivery of flammable liquids.

Italeri's 1:48 scale Kfz. 385 Tankwagen has some parts carried over from their previous Opel Blitz kit but all of the earlier vinyl and metal parts have been replaced with injection moulded plastic.

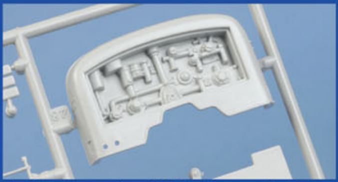
The large tank and pumping units are, for the most part, very well detailed. The rear doors for the pumping unit have provision to pose the doors open. While the soft top cab is generally good and fits well, the fabric folds are a tad clunky and might be better replaced. At this stage no replacement is available, so reworking of the kit parts may well be the only option here.

The chassis is now made of plastic, not die-cast metal. I prefer this approach as it is much easier to add detail if you wish. The two wheel sprues are also carryovers from the previous release and are of the earlier six-hole hub design. While generally good for earlier vehicles, they have a number of faults, the major one being the second lip of the hub of the rear wheels being a little thick on the hub inner surface and out of scale. A set of replacement wheels with the more common eight hole hub design and civilian tyres is now available from the Propaganda Kompany. This firm can be contacted on the following e-mail address: propaganda.kompany@gmail.com.

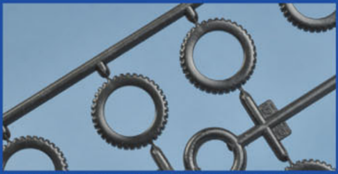
The tyres are moulded in black plastic, replacing the earlier vinyl version. They are much thinner and as a result, more accurate. A small well printed decal sheet is included that includes vehicles in a Dark Yellow base, the second in a Panzer Grey and the third in a combination of Dark Yellow with Green disruptive camouflage.

This kit has good bones and is a worthwhile addition to the expanding range of 1:48 scale offerings from Italeri. ■

Thanks to Italeri for the sample
www.italeri.com

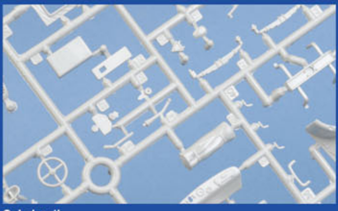


Detail for the pump is moulded into the rear of the body.



Vinyl tyres have been (happily) replaced with injection moulded plastic for this release.

The windows are die-cut acetate parts.



Cab detail.

Book Reviews

NUTS & BOLTS
VOLUME 26
Heiner F. Duske • Tony Greenland • Detlev Terlisten
15cm sIG33/1 (Sf) auf GW 38(t) "Grille" (Sd.Kfz.138/1)
Part 2: Ausf. H
Martin Block • Jari Lievonen • Detlev Terlisten

NUTS AND BOLTS VOLUME 26

15CM SIG33/1 (SF) AUF GW 38(T) "GRILLE" (SD.KFZ.138/1) AUSF. H

BY HEINER F. DUSKE, TONY GREENLAND AND DETLEV TERLISTEN

This German publisher really needs no introduction. What Nuts and Bolts delivers is a one-stop reference resource for the modeller and student historian on the particular vehicle covered. This book has some 144 pages.

The new title has been prepared with the aid of the recently extracted example from the Enns River in Austria. It offers a rare example of a complete history of a vehicle and all the details that go along with it.

The book is broken down into a number of logical sections. The first 35 pages are devoted to the history of the vehicle in German service. This section includes sub-sections that discuss the development and technical description, followed by the differences between the prototype and production vehicles. A very useful chart describes these changes and modifications and is aimed at the modeller. The next section in this subsection covers all the units that operated this vehicle. There is a brief history of that unit with facts like where they operated and in what time frame.

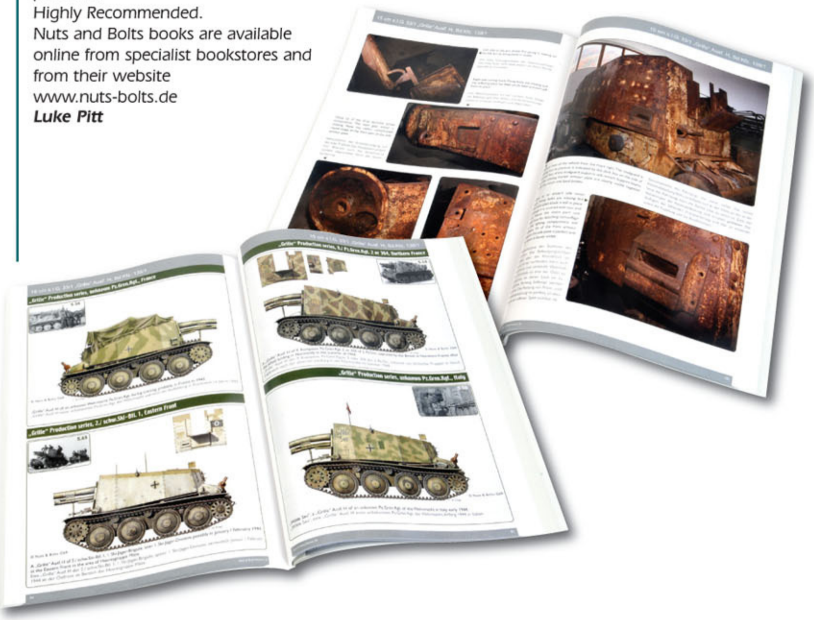
The next 35 pages are devoted to what in essence, is a wartime walk around selection of photos. May of these photos are new to me and offer a rare insight into the camouflage and indeed production process of this vehicle. Twelve pages of drawings follow this section and are in a word are superb. John Rue has really captured the essence of the vehicle in these drawings. Thirteen colour profile drawings are included next and are wonderfully executed and presented. Then follows 42 pages of walkaround photos from the example of this vehicle pulled from the Enns River in Austria. These photos cover almost every surviving detail of the vehicle and is a good case study on how rust affects a vehicle being submerged in a river for over 50 years. Almost the entire vehicle is covered from the interior and engine through to a detailed study of the running gear.

The last 16 pages are devoted to a number of model builds and are of a very high standard. In my opinion, this is one of the best references aids I have come across for this vehicle. It strikes the right balance between historical fact, photo coverage and high quality colour profiles. This is a great publication and comes highly recommended. Some may be put off by the price of this book, but really, if you want one reference source for this vehicle, then this is the one to purchase.

Highly Recommended.

Nuts and Bolts books are available online from specialist bookstores and from their website www.nuts-bolts.de

Luke Pitt



T-34-85
VS
M26 PERSHING
Korea 1950
STEVEN J. ZALOGA

T-34-85 VS M26 PERSHING KOREA 1950

BY STEVEN J ZALOGA• OSPREY DUEL # 32

ISBN 978-1-84603-990-4

80 Pages Softcover with colour and B&W photographs, colour plates and tables.

From the prolific pen of Steve Zaloga comes Osprey's latest title in the popular Duel Series, the T-34-85 vs. M26 Pershing Korea 1950. This is a typical Osprey Duel title and covers two combatants of a particular conflict examining their various strengths and weaknesses. This title is from the lesser documented Korean War and examines the dynamics of the North Koreans People's Army Soviet supplied T-34-85 and the US M26 (& M46) Pershing.

Within the 80 pages the author uses official studies backed by many photographs, charts, tables and diagrams to give the reader an understanding of the weapons themselves, the tactics employed and how crew training effects the weapon system. He achieves this well and the title also discusses the M4A3 and M24 medium and Light tanks also used by the UN forces in the Korean War.

The book begins with an introduction covering the Korean War and the tank vs tank battles and a chronological listing concerning the two tanks. From here we are led through chapters on design and development, specifications, the combatants, strategic situation and actual combat. This is rounded out nicely with an assessment and a list of further reading followed by an index.

I have found most of these Duel titles on armour extremely interesting and in particular those by Steve Zaloga, whose titles for me are the pick of the bunch. Whether you are an armchair critic, modeller, historian, AFV enthusiast or even a professional armour crewman this is highly recommended. As a former AFV Commander I find these very useful in understanding armoured conflict and wish we had more titles like this while I was serving.

Highly Recommended.

Thanks to Osprey Publishing for the sample www.ospreypublishing.com

Al Bowie

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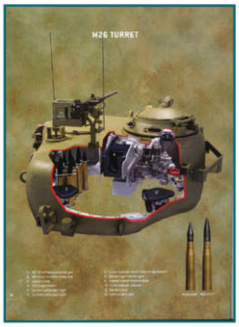

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(The Hobby Company in UK)
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141730 Russia
office@zvezda.org.ru
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■ ***Please mention 'Model Military International' if you make contact with any of the companies listed above - thanks!***

Next Issue

On sale April 7th 2011

MUJAHIDEEN MOTOR HOME PART TWO

Jose Brito sets his remarkable conversion in an authentic Afghan scene and adds three 1:35 scale figures.

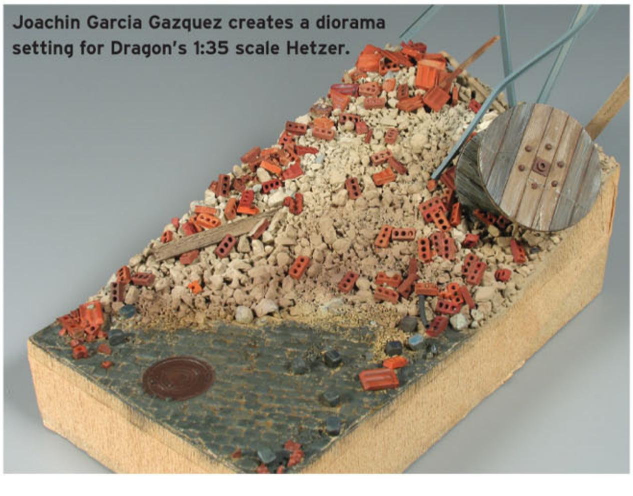
TANK BOY GALLERY - KIFV

Takahiro Sumitomo's latest Tank Boy Gallery is Academy's 1:35 scale KIFV

SS MACHINE GUNNER

Matt Wellhouser builds and paints the 1:15 scale Jeff Shiu Miniatures figure.

TECH GUIDE -
HETZER VIGNETTE PART TWO



Joachin Garcia Gazquez creates a diorama setting for Dragon's 1:35 scale Hetzer.

FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

Model MILITARY INTERNATIONAL

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Editor;	Brett Green
Group Editor;	Marcus Nicholls
Publisher;	Alan Harman
Graphic Design;	Alex Hall
Advertising Manager;	Colin Spinner
Advertising Sales;	Mark Peacock
Advertising Assistant;	Joe Brown
Office Manager;	Paula Gray
Subscription Manager;	Andrea Berridge
Admin Assistant;	Hannah McLaurie
MMI Website;	Alex Hall

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Email; tim@selectps.com

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www.modelmilitary.com
Tel; +44 (0)1525 222573
Fax; +44 (0)1525 222574

Editorial enquiries;
Email; editor@modelmilitary.com

Advertising enquiries;
Tel; +44 (0)1525 222573
Email; colin@adhpublishing.com

Subscription enquiries;
Tel; +44 (0)1525 222573
Fax; +44 (0)1525 222574
Email; enquiries@adhpublishing.com

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modeller
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BT EXPRESS
Tamiya's new 1:35 BT-7 Model 1935
afv edition
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modeller
www.militaryillustratedmodeller.com
GIFTED GUSTAV
Hasegawa's Bf109G drops in
aircraft edition

sample covers

MILITARY ILLUSTRATED MODELLER

ADH Publishing's Military Illustrated magazine has been reborn as a new high quality model 'book-azine', Military Illustrated Modeller.

Military Illustrated Modeller will set a new standard for quality model publications for serious modellers. The finest models and modellers will make Military Illustrated Modeller a must have for the serious enthusiast.

The twelve issues per year alternating between Military Vehicles and Aircraft subjects Military Illustrated Modeller will a vital resource and reference publication that all modellers will want to collect.

Marcus Nicholls will edit the six annual AFV Editions of Military Illustrated Monthly, while I have the reigns of the six Aircraft Editions.

The new magazine will feature:

- High quality paper and production
- Perfect bound book 'feel'
- Respected Editorial team
- Highest quality photography
- Exclusive insights to modelling techniques
- Perfect medium to target serious modellers
- Full UK distribution to WHSmiths, newsagents and Hobby Shops
- Full overseas distribution to Newsagents, Bookshops and Hobby Shops
- Digital editions for Apple iPad, iPhone, Android devices and PC or Mac

The first issue will be an aircraft edition, and will be available on 21 April 2011.

Following editions, alternating between aircraft and AFV, will be published each month on the third Thursday of the month.

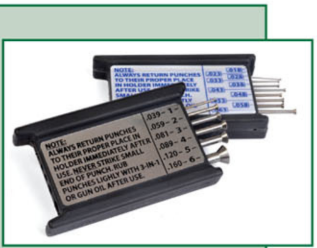
NUREMBERG TOY FAIR 2011 YOUTUBE VIDEO

Marcus Nicholls, Editor of Tamiya Model Magazine, is fresh back from Nuremberg with video footage of new and forthcoming military, aircraft, car, ship and bike releases. To view this seven minute video, type in this web address www.youtube.com/watch?v=E6RKHow_jgY , or scan the QR code pictured here, or simply go to YouTube and search for Nuremberg Toy Fair 2011 highlights.

We will have a photographic report on the 2011 Nuremberg Toy Fair in Issue 61 of Model Military International magazine.

EDITOR'S CHOICE

WALDRON MINIATURE AND SUB-MINIATURE PUNCH AND DIE SETS


NOTE:
ALWAYS RETURN PUNCHES TO THEIR PROPER PLACE IN HOLDER IMMEDIATELY AFTER USE. NEVER STRIKE SMALL END OF PUNCH. RUB PUNCHES LIGHLY WITH 3-IN-1 OR GUN OIL AFTER USE.
.039 - 1 -
.059 - 2 -
.081 - 3 -
.089 - 4 -
.120 - 5 -
.160 - 6 -
.018
.023
.028
.033
.038
.043
.048
.053
.058
.063

All tools are not created equal. We all have a collection of hobby knives, saws, sprue cutters and files; but I am sure that most modellers hold a special place in their heart for their favourite tools. The exotic ones. The expensive ones.

Waldron's Punch and Die sets are high on my list of favourite exotic tools. Waldron Model Products have been around for decades, and their punch and die sets are a staple for scratch builders worldwide but they have sometimes been difficult to find. Recently, Roll Models from the USA took over the Waldron brand, so availability should no longer be a problem.

Waldron Punch and Die sets are available in "Precision" and "Sub-Miniature" sizes. The Precision set offers six punches (.039, .059. .081, .089, .120, .160); while the Sub-Miniature set comes direct from tiny town with ten punches ranging from .063 to an almost microscopic .018". The Precision set is great for punching instrument dials, large rivet heads and small access hatches; while the Sub-Miniature set will be ideal for creating smaller rivets and bolt heads.

Both sets provide high quality stainless steel punches plus a metal and resin die. The metal section is the base, while the clear resin part may be lifted from the metal surface. This permits material such as sheet or strip plastic, thin metal, paper or cardboard to be slipped between the resin and metal layers. The appropriate punch is then inserted into the corresponding hole in the die. A sharp tap with a small hammer will create a precise circle from your selected material.

I bought my first Waldron Punch and Die, the larger Precision version, around twenty years ago. It has been a faithful and much used tool ever since, helping me create reliable, repeatable shapes for my model aircraft and AFVs. Over the years, however, the metal punches have started to corrode.

Roll Models has now come to the rescue by offering sets of replacement punches for both the Precision and Sub-Miniature sets. In an unbidden case of perfect timing, a sample turned up just at the time I was about to look for a new set. The replacement punches fit and work perfectly in my old metal and resin die. These "Punch Only" sets are available at less than half the price of a full set.

Whether you are a first time purchaser who wants to take the plunge with a full Waldron Punch and Die set; or if you need to rejuvenate your old set with brand new punches, you will be able to find these very useful products online from Roll Models.

They're not cheap, but real quality hardly ever is.

Highly Recommended.

Brett Green

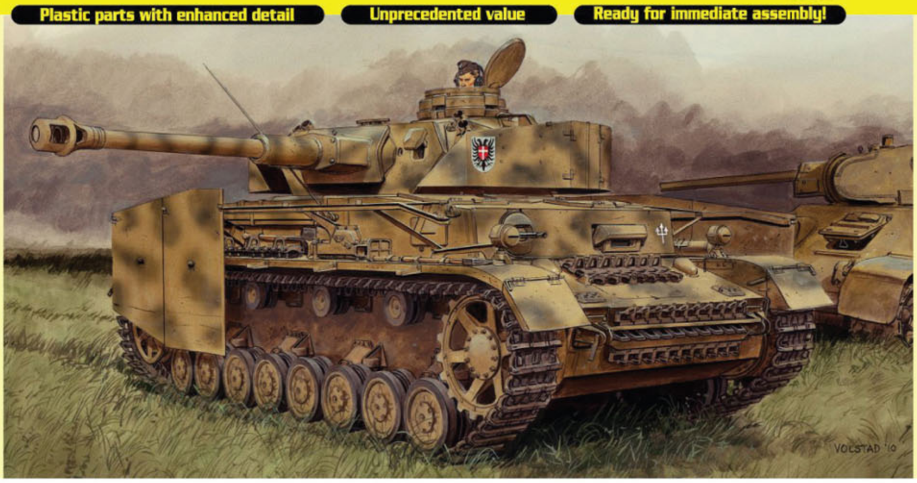
Waldron products are available online from Roll Models
www.rollmodels.com

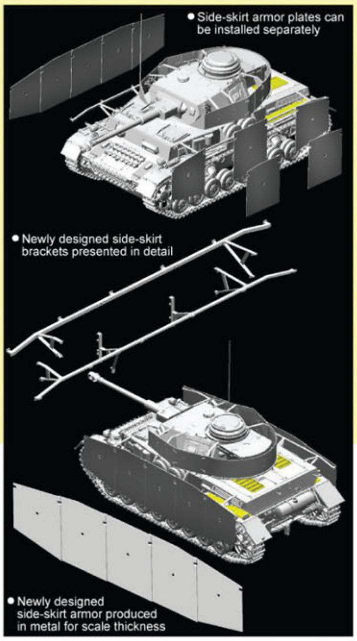
1:35 '39-'45 SERIES

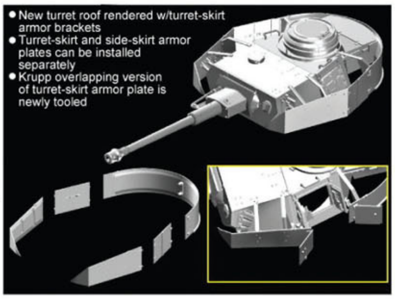
Pz.Kpfw.IV Ausf.G Apr - May 1943 Production

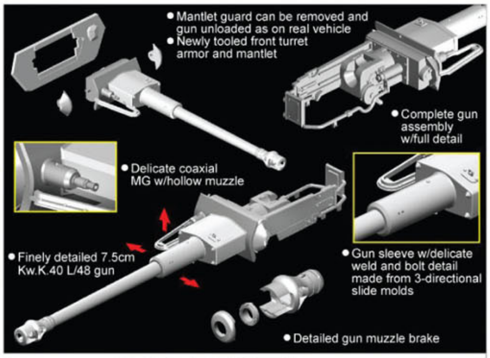
Smart Kit

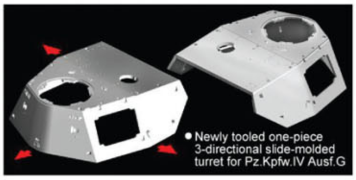
Engineered for modeling enjoyment | **Plastic parts with enhanced detail** | **Unprecedented value** | **Ready for immediate assembly!**

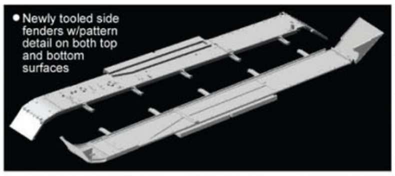


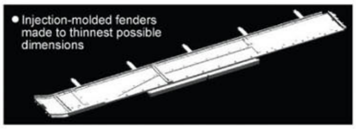

- Side-skirt armor plates can be installed separately
- Newly designed side-skirt brackets presented in detail
- Newly designed side-skirt armor produced in metal for scale thickness


- New turret roof rendered w/turret-skirt armor brackets
- Turret-skirt and side-skirt armor plates can be installed separately
- Krupp overlapping version of turret-skirt armor plate is newly tooled

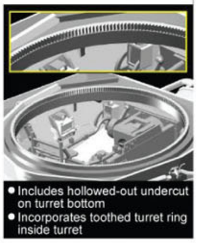

- Mantlet guard can be removed and gun unloaded as on real vehicle
- Newly tooled front turret armor and mantlet
- Complete gun assembly w/full detail
- Delicate coaxial MG w/hollow muzzle
- Finely detailed 7.5cm Kw.K.40 L/48 gun
- Gun sleeve w/delicate weld and bolt detail made from 3-directional slide molds
- Detailed gun muzzle brake

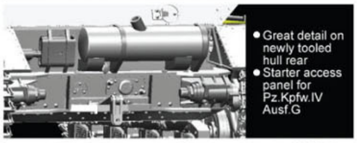

- Newly tooled one-piece 3-directional slide-molded turret for Pz.Kpfw.IV Ausf.G

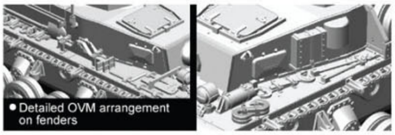

- Newly tooled side fenders w/pattern detail on both top and bottom surfaces

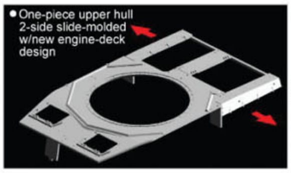

- Injection-molded fenders made to thinnest possible dimensions

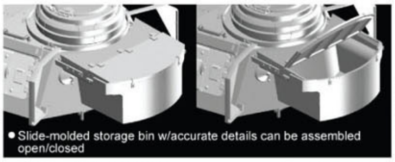
- Brackets for side-skirt armor realistically detailed


- Includes hollowed-out undercut on turret bottom
- Incorporates toothed turret ring inside turret

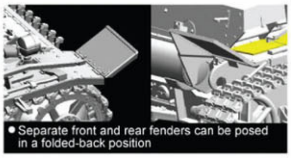

- Great detail on newly tooled hull rear
- Starter access panel for Pz.Kpfw.IV Ausf.G

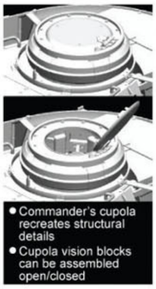

- Detailed OVM arrangement on fenders

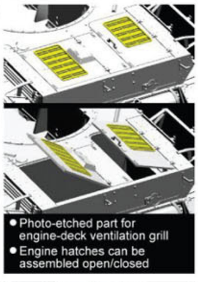

- One-piece upper hull 2-side slide-molded w/new engine-deck design

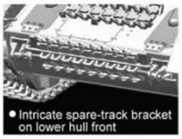

- Slide-molded storage bin w/accurate details can be assembled open/closed

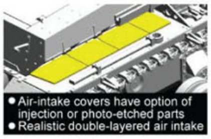
- Spare-track bracket on glacis plate w/photo-etched and plastic options


- Separate front and rear fenders can be posed in a folded-back position


- Commander's cupola recreates structural details
- Cupola vision blocks can be assembled open/closed


- Photo-etched part for engine-deck ventilation grill
- Engine hatches can be assembled open/closed

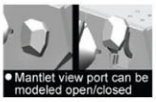

- Intricate spare-track bracket on lower hull front

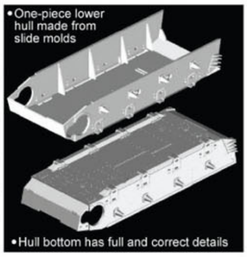

- Air-intake covers have option of injection or photo-etched parts
- Realistic double-layered air intake

- Road wheels and suspension exhibit extreme details

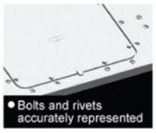
- Final-drive housing w/details on both sides
- Separate armored cover for final-drive housing
- Sprocket wheels w/breathtaking detail and multiple delicate parts

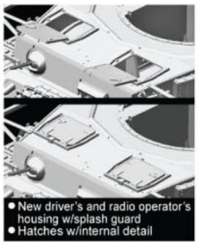
- Realistic parting lines on rubber tires


- Mantlet view port can be modeled open/closed


- One-piece lower hull made from slide molds
- Hull bottom has full and correct details

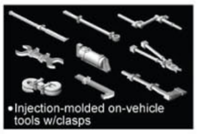
- Idler adjuster mountings have accurate details


- Bolts and rivets accurately represented


- New driver's and radio operator's housing w/splash guard
- Hatches w/internal detail

- Idler wheels w/correctly detailed parts

Magic Track
PATENT REGISTERED
実用新案登録済み
- 40cm Magic Track w/accurate details


- Injection-molded on-vehicle tools w/clasps

DRAGON

D6594

Dragon Kits are distributed in the UK by The Hobby Company Limited, Knowlhill, Milton Keynes, MK5 8PG
See the full Dragon range at www.hobbyco.net
Dragon models are available from all good model shops

THE HOBBY COMPANY LIMITED
www.hobbyco.net

BATTLE SYSTEM SERIES

Tamiya's 1/35 Scale R/C Battle System Series tank models offer exciting controllable actions along with an impressive array of light and sound effects. Two WWII rivals, the American M4A3 Sherman and the German Panzer IV Ausf. J, are the latest additions to this line-up. These tanks combine the superb level of detail found on Tamiya's 1/35 Scale Military Miniature Series static model kits with R/C controllability and an onboard infrared battle system which enables realistic tank versus tank combat. The included 2.4GHz transmitter's digital proportional system provides precise control, and because there is no need for frequency crystals, multiple users can operate their models in the same area to reenact large-scale tank battles.

Light & Sound Extravaganza

R/C U.S. Medium Tank M4A3 Sherman (w/2.4GHz Control Unit) Item 48212
R/C German Panzerkampfwagen IV Ausf. J (w/2.4GHz Control Unit) Item 48211

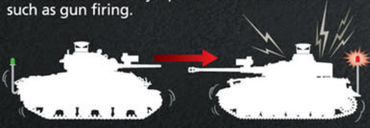
1/35 SCALE

1/35 Scale Excitement

- ★ Engine sounds change according to tank movement
- ★ Turret rotation/gun elevation sounds
- ★ Main gun operation accompanied by firing sound, muzzle flash, and hull recoil
- ★ Damage simulation (reduced speed, damaged engine noises, etc.)
- ★ 2.4GHz system enables multiple users to operate simultaneously

ACTCOM
2.4GHz
TAMIYA

4-Channel Transmitter
Control sticks guide tank movement while 4 buttons allow easy operation of actions such as gun firing.



Battle system consists of an infrared emitting LED, an infrared detection unit, and an MC-06 unit. When receiving a hit, explosion and engine damage sounds are recreated, speed is reduced, and the gun barrel will lower to simulate a "knock out." An LED indicator shows the tank's status at all times.

Images show CG muzzle flashes.

Famous Tanks At Your Command

U.S. Medium Tank M4A3 Sherman
Item 48212 Length: 172mm

Russian Medium Tank T-34-85
Item 48210 Length: 238mm

German Panzerkampfwagen IV Ausf. J Item 48211 Length: 200mm

German Panther Type G Late Version
Item 48209 Length: 257mm

★Images show assembled and painted model kits. ★Images show prototypes and may differ from final product.

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TAMIYA

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SHIZUOKA 422-8610 JAPAN